







THE \$300 BILLION QUESTION:

ARE WE BUYING
A BETTER
TRANSPORTATION
SYSTEM?

Surface Transportation
Policy Project (STPP)
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EXECUTIVE SUMMARY

The nation's surface transportation funding law is up for reauthorization this year. The last two federal transportation bills were significant in that they heralded a new era in federal transportation policy – they finished construction of the Interstate highway system and shifted towards a stronger emphasis on maintaining and repairing existing roads and bridges. At the same time, additional funds were targeted towards providing more transportation choices, particularly public transit, in addition to investing in transportation programs that helped meet federal environmental and air quality standards.

As Congress prepares to renew the transportation bill that could contain as much as \$250 billion in new spending over the next five to six years, STPP felt it was time to dig a little deeper into the nation's transportation finances, not just how much each state gets – but more importantly how they spend it and what the public sees as a result. STPP has analyzed the available federal transportation spending and performance data over the last 10 years in four specific areas:

- (1) roadway pavement conditions and road repair spending;
- (2) bridge conditions and bridge repair spending;
- (3) traffic safety and traffic safety spending; and
- (4) air quality and spending on clean air programs.

We wanted to take a hard look at what we actually bought with over \$300 billion in transportation money spent over the last decade, and examined spending trends and outcomes in these four areas in particular. The following analysis and the series of companion "decoders" assess, as accurately as possible with the available data, state performance under these transportation laws (see the companion charts in the four new STPP decoders for detailed state-by-state spending rates by program and project type – available at www.transact.org. Analysis of other crucial performance indicators including traffic congestion and public transit are forthcoming or have been previously released in STPP's decoder series.)

The bottom line is that conditions and performance have improved in areas where targeted funding exists – specifically in the repair of Interstate highways and the nation's bridges. Much of the credit for these repairs and improvements rests with specific funding provided through the Bridge Repair and Interstate Maintenance programs in the federal surface transportation

laws – ISTEA and TEA-21. More modest improvements have been realized in the areas of traffic safety and air quality.

Yet all four areas could have seen far more dramatic improvements had Congress closed accounting loopholes in the current law that allow states to shift funds out of road and bridge repair, traffic safety and clean air accounts and into more traditional highway construction programs. In the last ten years, states left a combined \$7.9 billion in bridge repair funds, \$2.2 billion in clean air money and \$1 billion in traffic safety funding on the table in favor of other priorities.

As Congress renews TEA-21 this year, legislators should close the loopholes that allow underspending in key programs, make investments in repairs, traffic safety and air quality a higher priority, and demand new accountability and performance standards that reward states and metropolitan areas for meeting stated transportation measures and goals. TEA-21 is a popular law that has yielded significant transportation improvements – these and other small fixes can yield even bigger results as the nation moves forward.

Fixing it First? Prioritizing Road and Bridge Repairs

- Pavement conditions for all major U.S. roadways (federal-aid roads) improved over the last decade as a result of targeted funding programs in ISTEA and TEA-21 down from 70.1% of all major roads in less than good condition in 1994 to 49.9% in 2001 but could have improved even more significantly had states and Congress adopted a stronger "fix it first" policy and closed accounting loopholes in the current law.
- For many states, tremendous political pressure exists to spend federal transportation funds building new highways even while existing roads and bridges remain in dire need of repair; 11 of the worst 20 states on STPP's "pothole index" (see new STPP Road Condition decoder) spent more on new roads and bridges than they did on fixing existing roads and bridges.
- While pavement conditions improved overall in the U.S., there was tremendous variation among the states and among different types of roadways; Interstate highways improved the most of any road type over the last ten years due to the new Interstate Maintenance program enacted as a part of ISTEA – dropping from 60% of Interstates in less than good condition in 1994 to 34% in less than good condition in 2001; urban and suburban roads off the Interstate system improved the least.

- Bridge conditions improved from 1992 to 2001, with the structural deficiency rate for the nation's bridges dropping from 20.7 percent deficient in 1992 to 14.2 percent deficient in 2001; similar to the improvements in Interstate highways over this same time period, these changes can be attributed to dedicated bridge repair funding in ISTEA and TEA-21 through the federal Bridge repair program.
- Bridge structural deficiency rates actually increased in ten states from 1992 to 2001: Alaska, California, Hawaii, Iowa, Montana, New Mexico, South Carolina, South Dakota, Utah, and Wyoming.
- Of the five core funding programs under ISTEA and TEA-21, the federal Bridge repair program has been by far the most neglected: states collectively have invested less than three of four dollars that were available (a 73% obligation rate) under the federal Bridge program. This means that states left \$7.9 billion in Bridge money on the table, over ten years, in favor of funding other programs.
- In the last ten years, spending on new road capacity increased from \$4.7 billion in 1992 to \$7.5 billion in 2001. After the passage of TEA-21, which increased overall federal surface transportation spending by more than 40 percent, spending on new road capacity grew at a faster rate than road and bridge repair.
- Spending on repairs decreased as a share of all spending in 25 states.
 In another five states, the absolute dollars spent annually on road and bridge repair actually decreased during the first four years of TEA-21, relative to ISTEA spending despite the influx of new money.
- Nationwide, highway lane miles in metropolitan (urban and suburban) areas increased by over 13 percent from 1990 to 2000, while existing road and bridge repair needs often remained underfunded.
- These findings should prompt Congress, as it renews the popular TEA-21 law in 2003, to provide even stronger "fix it first" policies and incentives to states to assure further attention to maintaining existing roads and bridges.

<u>Improving Traffic Safety: Reducing Deaths and Injuries</u> <u>through Safer Streets</u>

KEY SUMMARY POINTS:

- Traffic safety is a transportation issue that typically gets more lip service than it does funding. Despite traffic crashes being the leading cause of death for Americans aged 4 to 33, states failed to spend \$1 billion in targeted federal traffic safety funds (from the STP Safety Setaside Program) over the last ten years. Overall spending on traffic safety from all federal transportation programs also decreased by 20 percent between the ISTEA funding period (FY92-FY97) and the initial TEA-21 funding period (FY98-FY01).
- Engineers have traditionally responded to traffic safety concerns by proposing the construction of wider and straighter roads. However, new research is suggesting that traditional so-called road "safety improvements" such as widenings may actually lead to increases in fatalities and injuries because they increase travel speeds.
- Pedestrian and bicyclist safety in particular have been ignored. While bicyclists and pedestrians represent 14 percent of all traffic fatalities in the U.S., they receive less than one percent of all federal road spending.
- The upcoming reauthorization of TEA-21 offers an excellent opportunity to make improving traffic safety a real priority. Legislators working on the bill should close the loophole that allows states to spend federal funds intended for safety on other programs. California's innovative Safe Routes to School laws, which make it safer for children to walk or bicycle to school, should be adopted as a national program. Additional incentives should be put in place to encourage states to address safety concerns with less costly traffic calming measures and bicycle and pedestrian safety improvements.

Clearing the Air: Spending Trends Under the CMAQ program

KEY SUMMARY POINTS:

• The Congestion Mitigation and Air Quality improvement (CMAQ) program – though a small part of ISTEA & TEA-21 funding – has provided critical funding to help localities and regions reduce vehicle emissions and make progress towards complying with federal air quality standards. While air quality has improved in some metropolitan areas throughout the U.S., in others it has gotten worse, and many areas still suffer from severe air pollution episodes that endanger the health of residents, particularly seniors and children.

- Each state receives CMAQ funding based on the population of local areas that are in non-compliance, or seeking to maintain compliance, with national standards for ozone and carbon monoxide; in 2001, that amounted to over 100 million Americans nationwide, more than a third of the total population.
- CMAQ funds are largely spent on Transportation Control Measures
 (TCMs) such as improving public transit service, traffic signalization
 and other traffic flow improvements, trip reduction and ride-sharing
 initiatives, and pedestrian and bicycle facilities. Under the CMAQ
 program, more than \$9 billion was spent over the ten fiscal years (FY
 1992-2001) to provide greater mobility and improve air quality in non attainment and maintenance areas. Of that, more than \$4 billion has
 been used for transit projects and about \$3 billion has been spent on
 traffic flow improvements.
- Nationwide, the CMAQ program has helped improve air quality. From 1992/1993 to 2000/2001, the number of person days of unhealthy air quality has declined by 38 percent nationally. But 97 percent of that improvement has occurred in California, where the number of person days of unhealthy air quality dropped by 1.4 billion. During that same period, California was one of the best performers in obligating CMAQ funds, with an obligation rate of 91.4 percent. Excluding California's gains in air quality, the country saw just a 2.5 percent decline in the number of person days of unhealthy air quality.
- The majority of states have failed to take full advantage of the program, often to the detriment of local areas struggling to improve their air quality and reduce public health threats. Nationwide, over the ten years of the program, only 81 percent of the apportioned funds to the states have been obligated to CMAQ, a program which overall receives less than 6 cents of every TEA-21 dollar available to the states. Setting aside California and New York (the biggest recipients), the remaining 48 states and the District of Columbia had an average obligation rate of 77.7 percent, spending roughly three out of every four dollars that were made available.
- CMAQ spending (at an obligation rate of 81 percent) is significantly lower than the 93.6 percent obligation rate for the National Highway System (NHS) program. At the state level, there is evidence of states lagging behind dangerously on the CMAQ program (see STPP's new CMAQ decoder, Table 1), while they over-spend on traditional highway programs such as the NHS program. Six states with non-attainment areas had poor spending records on CMAQ, while obligating more than 100 percent of available NHS funds.

• In total, more than \$2 billion (\$2.16 billion) in unobligated balances remain in the CMAQ program at the end of its first ten years. This lost potential results largely from the discrepancy between contract authority, which is specific to each major program, and obligation limitation, which applies to the entire contract authority for a state and is not differentiated by program. As detailed in STPP's decoder, "The Transportation Funding Loophole," states can take advantage of this discrepancy to fully fund their other highway priorities while programs such as CMAQ languish.

RECOMMENDATIONS: IMPROVING ACCOUNTABILITY & PERFORMANCE IN THE TRANSPORTATION SECTOR

Transportation finance is too important and involves too much of the taxpayers' money — \$300 billion over the last ten years at the federal level alone — to suffer as it does from the numerous accounting loopholes and financial complexities. The following recommendations would go a long way toward improving the effectiveness of federal transportation spending, giving taxpayers a bigger bang for their buck while building more accountability, transparency and performance requirements into a system that desperately needs them.

(1) Require Clearer Goals and Reward Performance:

- ☑ Require goals and performance measures for all transportation agencies that use federal transportation funds. Agencies must demonstrate progress towards meeting goals in annual reports made available to the public.
- ☑ Reward states and metropolitan planning organizations that show significant progress and effort towards meeting their stated goals with financial incentives including higher federal match for projects.

(2) Fix Accounting Loopholes in the Current TEA-21 law:

- ☑ The new federal transportation law should match apportionments with obligation limits each year or assign obligation limits to specific programs in order to close the loophole that allows overspending in some categories and underspending in others.
- ☑ Require demonstration of meeting crucial program goals before allowing transfer of funds out of key road and bridge repair, traffic safety and air quality programs for other purposes.

- (3) Build more Transparency into Transportation Finance:
- ☑ Publish annual federal transportation spending information, including program and project type information.
- ☑ Require states to publish annual state and local transportation spending including program and project level information.
- $\ensuremath{\square}$ Publish annual declarations for intended use of federal transportation funds.
- ☑ Publish financial audits of transportation agencies at least once every three years including rigorous analysis of the use of innovative finance tools like GARVEE bonds.
- $\ \ \, \square$ Build better partnerships with local government officials and public interest groups by better advertising the availability of transportation funds.
- (4) <u>Remove Regulatory Barriers That Discourage Repair, Maintenance and Operation of Transportation Facilities</u>:
- ☑ Allow federal transportation funds to be used for routine repair of local roads, streets, sidewalks and trails.
- ☑ Allow federal transportation funds to be used for the operations of mass transit and paratransit systems, and for intercity rail operations including Amtrak.
- (5) <u>Require "Fix-it-First" Provisions for Roads and Bridges Similar to Rules</u> that Currently Exist for Mass Transit Systems:
- ☑ Require strong "Fix it First" policies and incentives in federal highway programs that ensure new highway investments are made in a fiscally responsible manner and will be protected, repaired and maintained in future years.
- ☑ Require "smart investment" provisions for federal highway funding that reward commitment to restricting growth around highway facilities to more cost-effectively preserve road capacity and curb unplanned development.
- (6) <u>Direct Federal Transportation Dollars Beyond State Agencies to Local</u> Governments:

 $\ensuremath{\square}$ Devolve a significant portion of federal transportation dollars – at the very least proportional to population within a state -- to metropolitan planning organizations (MPOs) and the local governments they represent.

	ROAD REPAI	R	BRIDGE F	REPAIR	TRAFFIC SA	AFETY	BICYCL PEDESTR SAFET	RIAN	AIR QUA	ALITY
١١١ کتم	States with Highe of Roadway Miles than Good Condit (2001):	in Less	States with High of Bridges that A Structurally Defi	re	States with Hig Fatality Rates p Residents (200	er 100,000	States with Highe Bicycle/Pedestriar Rates per 100,000 (2000-2001):	Fatality	States with Large in Person Days of Air Quality** (19 2000/2001):	f Unhealthy
CONDITIONS & PERFORMANCE	Hawaii Missouri Massachusetts Rhode Island California Oregon Connecticut Arkansas New Jersey South Dakota U.S. Total	89.7% 87.5% 87.4% 82.9% 81.9% 81.2% 79.5% 75.9% 74.0% 72.1%	Oklahoma Missouri Rhode Island Pennsylvania South Dakota Mississippi Iowa North Dakota Michigan Louisiana U.S. Total	33.5% 25.8% 25.0% 24.7% 23.3% 22.0% 20.1% 19.3% 18.9% 18.2%	Wyoming Mississippi South Carolina Montana New Mexico Arkansas South Dakota Tennessee Alabama West Virginia U.S. Total	34.2 30.4 26.3 25.8 24.5 23.5 22.8 22.4 22.3 21.8	Florida New Mexico Arizona South Carolina Hawaii Delaware Louisiana Nevada Mississippi California U.S. Total	3.73 3.61 3.38 2.93 2.83 2.78 2.75 2.45 2.42 2.39	Arkansas Kansas Oklahoma Louisiana Minnesota Nebraska Illinois Iowa Wisconsin New Mexico U.S. Total	443.2% 216.3% 162.0%‡ 138.9% 130.1% 120.8%‡ 111.1% 110.5%‡ 106.7% 100% -38.2%
NG 1)	States Spending Percent of Federa (excl. Planning ar Engineering) on F	l Funds nd	States with the L Obligation Rates Bridge Repair pr	for the	States with the Lowest Obligation Rates for the Safety program:		States Spending Lowest Percent of Federal Funds on Bicycle/Pedestrian Safety:		States with the Lowest Obligation Rates for the Air Quality program (CMAQ):	
FEDERAL SPENDING (FY1992-FY2001)	Massachusetts Virginia Tennessee Georgia North Carolina South Carolina Connecticut West Virginia New Jersey Maryland	12.4% 13.4% 15.9% 18.2% 20.0% 21.6% 22.3% 22.5% 23.7% 25.2%	California Virginia Alaska Iowa Pennsylvania Maryland Massachusetts Delaware New Mexico Ohio	41.2% 42.1% 46.5% 55.2% 56.4% 57.7% 65.0% 66.0% 67.4% 67.5%	Massachusetts Maryland Vermont New Mexico Maine Arkansas Virginia Idaho Oregon Michigan	25.8% 47.4% 49.8% 51.1% 61.9% 64.3% 65.6% 65.7% 67.7% 68.7%	West Virginia South Carolina South Dakota Pennsylvania Texas New Jersey Virginia New York Maryland Mississippi	0.0% 0.2% 0.3% 0.3% 0.3% 0.4% 0.5% 0.5% 0.6%	Alaska Idaho Nevada Hawaii Nebraska Virginia South Carolina Wisconsin Montana Arkansas	46.3% 50.4%‡ 57.6% 64.6%‡ 66.1%‡ 66.3% 66.7% 66.8% 67.0% 67.5%
	U.S. Total	33.5%	U.S. Total	73.1%	U.S. Total	82.4%	U.S. Total	0.7%	U.S. Total	81.3%

^{*}Where "Less than Good Condition" refers to roads classified as in Poor, Mediocre, or Fair condition.

**Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

‡State has no non-attainment areas for ozone or carbon monoxide, yet does receive some minimal CMAQ funding.

ROAD RE	PAIR	BRI DGE F	REPAIR	TRAFFIC	SAFETY	PEDESTR	RIAN	AIR QUA	ALITY
States with Highest Percent of Roadway Miles in Less than Good Condition* (2001): Hawaii 89.7% Missouri 87.5% Massachusetts 87.4% Rhode Island 82.9% California 81.9% Oregon 81.2% Connecticut 79.5% Arkansas 75.9%		of Bridges that A	Are	Fatality Rates p	er 100,000	Bicycle/Pedestrian	Fatality	in Person Days o	f Unhealthy
Hawaii Missouri Massachusetts Rhode Island California Oregon Connecticut Arkansas New Jersey South Dakota U.S. Total	89.7% 87.5% 87.4% 82.9% 81.9% 81.2% 79.5% 75.9% 74.0% 72.1%	Oklahoma Missouri Rhode Island <i>Pennsylvania</i> South Dakota Mississippi <i>Iowa</i> North Dakota Michigan Louisiana U.S. Total	33.5% 25.8% 25.0% 24.7% 23.3% 22.0% 20.1% 19.3% 18.9% 18.2%	Wyoming Mississippi South Carolina Montana New Mexico Arkansas South Dakota Tennessee Alabama West Virginia U.S. Total	34.2 30.4 26.3 25.8 24.5 23.5 22.8 22.4 22.3 21.8	Florida New Mexico Arizona South Carolina Hawaii Delaware Louisiana Nevada Mississippi California U.S. Total	3.73 3.61 3.38 2.93 2.83 2.78 2.75 2.45 2.42 2.39	Arkansas Kansas Oklahoma Louisiana Minnesota Nebraska Illinois Iowa Wisconsin New Mexico U.S. Total	443.2% 216.3% 162.0%‡ 138.9% 130.1% 120.8%‡ 111.1% 110.5%‡ 106.7% 100%
States Spending Lowest Percent of Federal Funds (excl. Planning and Engineering) on Road Repair:		Obligation Rates	for the	Obligation Rate	s for the	Percent of Federal	Funds on	Obligation Rates	for the Air
Massachusetts Virginia Tennessee Georgia North Carolina South Carolina Connecticut West Virginia New Jersey Maryland U.S. Total	12.4% 13.4% 15.9% 18.2% 20.0% 21.6% 22.3% 22.5% 23.7% 25.2% 33.5%	California Virginia Alaska Iowa Pennsylvania Maryland Massachusetts Delaware New Mexico Ohio U.S. Total	41.2% 42.1% 46.5% 55.2% 56.4% 57.7% 65.0% 66.0% 67.4% 67.5%	Massachusetts Maryland Vermont New Mexico Maine Arkansas Virginia Idaho Oregon Michigan U.S. Total	25.8% 47.4% 49.8% 51.1% 61.9% 64.3% 65.6% 65.7% 67.7% 68.7%	West Virginia South Carolina South Dakota Pennsylvania Texas New Jersey Virginia New York Maryland Mississippi U.S. Total	0.0% 0.2% 0.3% 0.3% 0.3% 0.4% 0.5% 0.5% 0.6% 0.7%	Alaska Idaho Nevada Hawaii Nebraska Virginia South Carolina Wisconsin Montana Arkansas U.S. Total	46.3% 50.4%‡ 57.6% 64.6%‡ 66.1%‡ 66.3% 66.7% 66.7% 66.8% 67.0% 67.5%
	States with Higher of Roadway Miles than Good Condit (2001): Hawaii Missouri Massachusetts Rhode Island California Oregon Connecticut Arkansas New Jersey South Dakota U.S. Total States Spending I Percent of Federa (excl. Planning are Engineering) on Finances of Georgia North Carolina South Carolina Connecticut West Virginia New Jersey Maryland	of Roadway Miles in Less than Good Condition* (2001): Hawaii 89.7% Missouri 87.5% Massachusetts 87.4% Rhode Island 82.9% California 81.9% Oregon 81.2% Connecticut 79.5% Arkansas 75.9% New Jersey 74.0% South Dakota 72.1% U.S. Total 49.9% States Spending Lowest Percent of Federal Funds (excl. 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[‡]State has no non-attainment areas for ozone or carbon monoxide, yet does receive some minimal CMAQ funding.

	ROAD RI	EPAIR	BRIDGE R	EPAIR	TRAFFIC SA	AFETY	BICYCLE/ PEDE SAFETY	STRIAN	AIR QUA	ALITY
MANCE	States with Lowest Percent of Roadway Miles in Less than Good Condition* (2001):		States with Lowest Percent of Bridges that Are Structurally Deficient (2001):		States with Lowest Traffic Fatality Rates per 100,000 Residents (2000- 2001):		States with Lowest Bicycle/Pedestrian Fatality Rates per 100,000 Residents (2000-2001):		States with Larg in Person Days of Air Quality** (19 2000/2001):	of Unhealthy
CONDITIONS & PERFORMANCE	Georgia Nevada Wyoming Florida Kansas Alabama Montana Arizona Minnesota Ohio U.S. Total	2.8% 8.0% 15.4% 19.3% 24.1% 24.4% 26.6% 27.5% 29.5% 30.3%	Florida Arizona Nevada Oregon Delaware Texas Washington Colorado Idaho Connecticut U.S. Total	2.7% 2.8% 4.4% 5.0% 5.7% 6.6% 6.9% 7.4% 7.9% 8.7%	Massachusetts Rhode Island New York New Jersey Connecticut New Hampshire Washington Hawaii California Illinois U.S. Total	7.1 7.6 7.9 8.7 9.6 10.7 10.8 11.2 11.3 11.4	New Hampshire North Dakota Iowa Idaho Kansas Vermont Rhode Island Ohio Wisconsin Minnesota U.S. Total	0.76 0.78 0.87 0.88 0.89 0.98 1.00 1.05 1.08 1.09	Washington Colorado Oregon California Virginia Nevada West Virginia Maryland New Jersey Pennsylvania U.S. Total	-65.7% -64.5% -60.2% -60.2% -45.2% -43.6% -40.3% -39.7% -35.8% -33.9%
FEDERAL SPENDING (FY1992-FY2001)	States Spending Percent of Feder (excl. Planning a Engineering) on North Dakota South Dakota Wyoming Montana Wisconsin Iowa Kansas Minnesota New Mexico Idaho U.S. Total	al Funds and	States with the HObligation Rates Bridge Repair pro Wisconsin Florida Colorado South Carolina Montana Arkansas New Jersey Minnesota West Virginia Mississippi U.S. Total	for the	States with the Hi Obligation Rates f Safety program: New York Ohio Illinois Mississippi Oklahoma South Carolina Alabama Wyoming Florida Delaware U.S. Total		States Spending Hig Percent of Federal F Bicycle/Pedestrian S Alaska Vermont Delaware Nebraska Massachusetts Minnesota New Hampshire Arkansas Montana Georgia U.S. Total	unds on	States with the HObligation Rates Quality program South Dakota Connecticut Wyoming Georgia Utah Washington California Arizona Rhode Island Kentucky U.S. Total	for the Air

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‡State has no non-attainment areas for ozone or carbon monoxide, yet does receive some minimal CMAQ funding.

The State of Our Nation's Roads

Half of All Major Roads Are in Less Than Good Condition

Nearly 70% of the

nation's urban and

are in less than

good condition.

roads

suburban

Reform of federal transportation financing has led to an improvement in the condition of the nation's roadways, though the nation's street and road networks could have improved even

more had a stronger emphasis been placed on repair and rehabilitation. In the last ten years of spending under ISTEA and TEA-21, the percent of major roadways (Interstates, Freeways, Expressways, Principal Arterials, and Minor

Arterials in rural areas) in good or better condition grew from about 30 percent in 1994* to about 50 percent in 2001. Interstate highways saw the largest improvement, due mostly to a targeted Interstate Maintenance funding program in the federal transportation law. Nationwide, 33.5 percent of federal highway funds (excluding planning and engineering funding) has been spent on repairing and rehabilitating roads, while 25.2 percent has been spent on the expansion of existing roads, or construction of new roads.

However, despite recent improvements, fully 50 percent of roadway miles remain in less than

good condition. And in urban and suburban areas, where most of the population lives and most of the driving occurs, 68.4 percent of roadway miles are in poor, mediocre, or fair

condition. This figure is extremely high, especially in light of the more than 40 percent statutory increase in federal funding under TEA-21. While some states have embraced the concept of Fix It First, others have not, instead favoring new

highway construction over maintenance and repair of existing streets and roads.

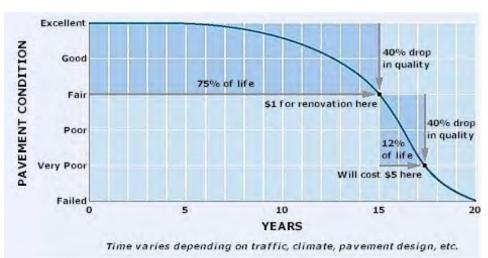
Road Conditions Still Poor

As noted above, half of the nation's roadways, and nearly 70 percent of urban roadways, are in poor, mediocre, or fair condition as of 2001, the most recent year for which data is available. As bad as that sounds, it's nothing compared to what drivers in some states must contend with. The state of Hawaii, with 89.7 percent of its roads in less than good condition, has the worst roads in the nation as of 2001. Missouri, where 87.5 percent of all roads are in poor, mediocre,

or fair condition, is a close second. In Michigan, nearly 90 percent of urban roads are classified as in less than good condition. And in Massachusetts, more than 88 percent of the state's rural roads were found to be in poor, mediocre, or fair condition.

Despite a fairly dismal starting point, road conditions in a handful of states actually worsened from 1994 to 2001. In the state of Utah, for example, the portion of road miles in poor, mediocre, or fair condition grew by almost 121 percent. In that 8-year period from 1994 to 2001, Californians saw a 25 percent rise in the portion of roadway miles in less than good condition.

Deferring Maintenance Costs More in the Long Term



Pavement deterioration accelerates rapidly towards then end of a roads useful life. Because of this, deferred repair can cost up to 5 times as much as early repair. (Source: Metropolitan Transportation Commission. *The Pothole Report: An Update on Bay Area Pavement Conditions*. March 2000).

* 1994 was used as a baseline because it was the earliest year for which complete data was available for all but 8 states.

States Underspend on Road Repair

When TEA-21 was signed into law in 1998, it increased federal highway funds by more than 40 percent. Nationwide, that increase resulted in a corresponding increase in spending on road repair and rehabilitation, so that the share of federal funds obligated on repair and rehabilitation projects held steady at about 33 to 34 percent of federal highway funds (excluding planning and engineering). A closer examination of state-by-state spending patterns, however, reveals tremendous variability among states.

While many states have embraced the concept of Fix It First, some have not, often at the expense of blown tires and damaged shocks. Virginia, for example, spent only 13.4 percent of it's federal funds (excluding planning engineering) on road repair and rehabilitation during the ten year period since 1992. This low spending is reflected in the condition of the state's roads. As of 2001, nearly two-thirds of Virginia's roadway miles were found to be in poor, mediocre, or fair condition. Yet despite the obvious need to repair existing roads, the Virginia Department of Transportation instead dedicated almost 41 percent of the state's available federal funding to the construction of new roadway capacity.

Pothole Index

In order to evaluate whether states have made Fix It First a priority, STPP combined the two measures discussed above – roadway conditions and spending on repair and rehabilitation – into a single metric. That metric, the average annual amount spent on road repair and rehabilitation per mile of roadway in poor, mediocre, or fair condition, provides a rough comparison of the states' performance.

The State of Virginia, spending an annual average of just \$11,289 per mile of roadway in less than good condition, ranks last among the states.* Mississippi comes in a close second to last at less than \$15,000 yearly per mile of roadway in poor, mediocre, or fair condition. With more than 81 percent of its roads classified as in poor, mediocre, of fair condition as of 2001, the state of Oregon is right behind Mississippi, also spending an average of less than \$15,000 annually per mile of roadway in poor, mediocre, or fair condition.

Conclusion

While road conditions have improved since the passage of ISTEA and TEA-21. Interstate highway and bridge conditions in particular improved as a result of targeted funding programs in ISTEA and TEA-21. Yet many states have failed to embrace the concept of Fix It First. TEA-21 provided an influx of new federal highway funding to the states, increasing the total funds available by more than 40 percent. Unfortunately, many states used the new funding to finance new highway construction programs at the expense of repairing existing roadways. As a result, fully half of all roadway miles and nearly 70 percent of urban roadway miles are classified as in less than good condition. When TEA-21 is reauthorized in the upcoming year, legislators should consider new incentives and policies to encourage states to make road repair and rehabilitation a priority. Every state should adopt a Fix It First policy to ensure that the massive investment in the nation's roadways is not wasted. Further, states should be required to distribute funds fairly among urban and This would help suburban, and rural areas. ensure that the roads in our nation's cities, towns, and suburbs - where most of the country lives and drives - are kept in good condition.

Sources:

Federal Highway Administration. *Highway Statistics Series 1997* and *2001*. Table HM-64.

STPP Analysis of FHWA's Fiscal Management Information System (FMIS).

For further information, see:

http://www.transact.org http://www.tea3.org http://www.antc.net

st Out of the 48 states which provided condition data on at least 75 percent of their roadway miles.

Table 1. Road Conditions and Spending of Federal Funds on Repair by State, Ranked by Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition

1 Virginia 84.3% 66.4% 76.7% 13.4% 2 Mississippi 73.3% 60.7% 71.7% 28.0% 3 Oregon 71.0% 81.2% 88.4% 34.3% 4 Nebraska 72.6% 46.7% 88.1% 39.2% 5 Arkansas N/A* 75.9% 88.2% 30.4% 6 Colorado 64.8% 54.0% 72.6% 42.4% 7 North Carolina 79.0% 61.5% 65.7% 20.0% 8 South Carolina 50.4% 42.0% 60.0% 21.6% 9 Massachusetts N/A* 87.5% 91.9% 35.8% 10 Missouri 76.5% 87.5% 91.9% 35.8% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.59% 13 California 65.5% 81.9% 91.9% 26.4% <th>Average Yearly Spending on Road Repair (millions)</th> <th>y Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition</th>	Average Yearly Spending on Road Repair (millions)	y Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition
3 Oregon 71.0% 81.2% 88.4% 34.3% 4 Nebraska 72.6% 46.7% 88.1% 39.2% 54.7kansas N/A* 75.9% 88.2% 30.4% 6 Colorado 64.8% 54.0% 72.6% 42.4% 7 North Carolina 79.0% 61.5% 65.7% 20.0% 88.0w 72.6% 42.4% 10 Missouri 76.5% 87.5% 91.9% 35.8% 11.24% 10 Missouri 76.5% 87.5% 91.9% 35.8% 12.4% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15.56% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 66.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 10 Washington 94.9% 46.9% 52.5% 26.1% 10 Washington 94.9% 46.9% 52.5% 26.1% 10 Wisconsin 59.1% 55.9% 76.9% 76.7% 26.8% 26.1% 20 Washington 94.9% 46.9% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.5% 26.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 20 Washington 94.9% 46.9% 76.2% 26.8%	\$55.6	\$11,289
3 Oregon 71.0% 81.2% 88.4% 34.3% 4 Nebraska 72.6% 46.7% 88.1% 39.2% 64.7% 88.1% 39.2% 61.5% 67.5% 88.2% 30.4% 67.0% 72.6% 42.4% 7 North Carolina 79.0% 61.5% 65.7% 20.0% 88.0% 72.6% 42.4% 7 North Carolina 50.4% 42.0% 60.0% 21.6% 9 Massachusetts N/A* 87.4% 86.8% 12.4% 10 Missouri 76.5% 87.5% 91.9% 35.8% 11.2 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14. Utah 26.6% 58.8% 60.5% 43.0% 15.6% 15.1% 55.6% 16.1% 10 Was 70.9% 55.4% 71.8% 55.6% 18.1% 22.5% 18.1% 10 Was 10.1% 1	\$64.5	\$14,858
4 Nebraska 72.6% 46.7% 88.1% 39.2% 5 Arkansas N/A* 75.9% 88.2% 30.4% 6 Colorado 64.8% 54.0% 72.6% 42.4% 7 North Carolina 79.0% 61.5% 65.7% 20.0% 8 South Carolina 50.4% 42.0% 60.0% 21.6% 9 Massachusetts N/A* 87.4% 86.8% 12.4% 10 Missouri 76.5% 87.5% 91.9% 35.8% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 Iowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% <td>\$76.1</td> <td>\$14,911</td>	\$76.1	\$14,911
5 Arkansas N/A* 75.9% 88.2% 30.4% 6 Colorado 64.8% 54.0% 72.6% 42.4% 7 North Carolina 79.0% 61.5% 65.7% 20.0% 8 South Carolina 50.4% 42.0% 60.0% 21.6% 9 Massachusetts N/A* 87.4% 86.8% 12.4% 10 Missouri 76.5% 87.5% 91.9% 35.8% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 lowa 70.9% 53.4% 71.8% 55.6% 15 lowa 70.9% 53.4% 71.8% 56.6% 16 Texas 99.1% 55.9% 77.3% 33.2%	\$57.0	\$15,745
6 Colorado 64.8% 54.0% 72.6% 42.4% 7 North Carolina 79.0% 61.5% 65.7% 20.0% 8 South Carolina 50.4% 42.0% 60.0% 21.8% 9 Massachusetts N/A* 87.4% 86.8% 12.4% 10 Missouri 76.5% 87.5% 91.9% 38.8% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 lowa 70.9% 53.4% 71.8% 55.6% 15 lowa 70.99% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5%	\$79.5	\$16,642
7 North Carolina 79.0% 61.5% 65.7% 20.0% 8 South Carolina 50.4% 42.0% 60.0% 21.6% 9 Massachusetts N/A* 87.4% 88.8% 12.4% 10 Missouri 76.5% 87.5% 91.9% 35.8% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 Iowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1%	\$75.0	\$17,498
8 South Carolina 50.4% 42.0% 60.0% 21.6% 9 Massachusetts N/A* 87.4% 88.8% 12.4% 10 Missouri 76.5% 87.5% 91.9% 35.8% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 Iowa 70.9% 53.4% 71.8% 55.6% 15 Iowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1%	\$90.4	\$18,607
9 Massachusetts N/A* 87.4% 86.8% 12.4% 10 Missouri 76.5% 87.5% 91.9% 35.8% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 Iowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4%	\$55.9	\$19,662
10 Missouri 76.5% 87.5% 91.9% 35.8% 11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 Iowa 70.9% 53.4% 71.8% 55.6% 15 Iowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4%	\$57.6	\$19,992
11 South Dakota 78.8% 72.1% 70.9% 73.5% 12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 Iowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 66.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% <td>\$155.0</td> <td>\$20,218</td>	\$155.0	\$20,218
12 Tennessee 58.8% 31.9% 38.3% 15.9% 13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 Iowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.6% 62.5% <	\$99.4	\$21,233
13 California 65.5% 81.9% 91.9% 26.4% 14 Utah 26.6% 58.8% 60.5% 43.0% 15 Iowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.6% 79.4% 22 Vermont 61.0% 51.0% 65.5% 79.4% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7%	\$60.1	\$24,427
14 Utah 26.6% 58.8% 60.5% 43.0% 15 lowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 46.9% 76.2% 40.7% <td>\$450.1</td> <td>\$26,901</td>	\$450.1	\$26,901
15 lowa 70.9% 53.4% 71.8% 55.6% 16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 22 Vermont 61.0% 51.0% 65.0% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New Jork 69.1% 49.6% 74.6% 26.3% <	\$59.7	\$27,994
16 Texas 99.1% 55.9% 77.3% 33.2% 17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7%	\$137.2	\$28,950
17 West Virginia N/A* 55.6% 51.1% 22.5% 18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New York 69.1% 49.6% 74.6% 26.3% 28 New York 69.1% 49.6% 74.6% 23.3% <td>\$421.3</td> <td>\$29,705</td>	\$421.3	\$29,705
18 Michigan 57.6% 65.4% 89.7% 39.8% 19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 28 New Jersey N/A* 74.0% 82.3% 23.7%	\$57.2	
19 Kentucky 68.8% 43.0% 52.5% 26.1% 20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania NI/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey NI/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7%		\$30,466
20 Washington 94.9% 46.9% 52.8% 26.8% 21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6%	\$215.4	\$31,943
21 North Dakota 84.3% 43.5% 65.5% 79.4% 22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% <	\$76.0	\$34,048
22 Vermont 61.0% 51.0% 65.0% 42.6% 23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6%	\$90.0	\$35,562
23 Illinois 82.4% 56.4% 66.6% 41.2% 24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5%	\$103.6	\$38,579
24 Wisconsin 59.1% 42.5% 76.4% 56.7% 25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5%	\$29.4	\$38,776
25 Connecticut 80.4% 79.5% 80.6% 22.3% 26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5%	\$270.3	\$38,917
26 Pennsylvania N/A* 64.9% 76.2% 40.7% 27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2%	\$181.2	\$40,276
27 New York 69.1% 49.6% 74.6% 26.3% 28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% <tr< td=""><td>\$61.8</td><td>\$40,815</td></tr<>	\$61.8	\$40,815
28 New Jersey N/A* 74.0% 82.3% 23.7% 29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0%	\$322.7	\$41,343
29 Maine 49.8% 40.6% 56.4% 43.9% 30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% <	\$221.9	\$41,811
30 Idaho 93.1% 33.9% 62.2% 48.8% 31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2%	\$95.4	\$44,082
31 Louisiana 69.9% 61.1% 75.9% 46.7% 32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6%	\$44.6	\$45,915
32 Minnesota 93.1% 29.5% 44.8% 52.6% 33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6% <td>\$60.0</td> <td>\$46,149</td>	\$60.0	\$46,149
33 New Mexico 68.2% 35.3% 69.0% 49.1% 34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$128.7	\$46,584
34 Kansas 55.7% 24.1% 66.3% 54.6% 35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$160.7	\$46,676
35 Montana 81.5% 26.6% 69.0% 62.6% 36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$93.7	\$51,094
36 Hawaii N/A* 89.7% 89.3% 25.5% 37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$109.5	\$51,489
37 Rhode Island 91.3% 82.9% 85.5% 34.5% 38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$104.4	\$56,605
38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$33.6	\$57,830
38 Maryland 77.0% 45.4% 65.4% 25.2% 39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$32.1	\$61,536
39 Alabama 30.7% 24.4% 26.3% 34.3% 40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$87.5	\$63,017
40 Indiana 63.3% 37.2% 59.4% 38.0% 41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$124.5	\$66,213
41 New Hampshire 40.5% 36.7% 40.4% 43.2% 42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$156.8	\$66,354
42 Delaware 76.2% 55.1% 57.4% 33.2% 43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$35.5	\$69,926
43 Ohio 31.4% 30.3% 52.7% 39.6% 44 Arizona 39.6% 27.5% 36.2% 39.6%	\$23.4	\$84,612
44 Arizona 39.6% 27.5% 36.2% 39.6%	\$241.7	\$88,385
	\$109.2	\$102,376
45 Florida 68.4% 19.3% 27.7% 30.6%	\$220.4	\$104,507
46 Wyoming 94.4% 15.4% 37.5% 71.6%	\$82.4	\$120,988
47 Nevada 43.3% 8.0% 40.0% 28.3%	\$33.2	\$141,420
48 Georgia N/A* 2.8% 9.8% 18.2%	\$102.5	\$321,394
Alaska N/A* N/A* N/A* 45.8%	\$102.5	φ321,394 N/A*
Oklahoma 82.6% N/A* N/A* 33.7%	\$90.3	N/A*
Ontarionia 02.070 N/A 19/A 55.170	Ψυυ.υ	I W/FX
United States 70.1% 49.9% 68.4% 33.5%	\$5,904.6	\$35,128

^{*}State reported on less than 75 percent of roadway miles.

The Federal Bridge Program

How States Under-Fund Bridge Safety

The bridge program provides federal assistance to repair or replace aging bridge infrastructure. Even though over 80,000 bridges are still dangerously unsafe, bridge repair remains a low priority in many states, and billions of dollars in bridge program funding has been diverted to other uses.

The bridge program dates to 1978, when Congress greatly expanded funding to address a bridge system that was rapidly deteriorating and threatening public As recently as 1992, 1 in 5 safety. bridges nationwide were classified as structurally deficient*. The bridae program is designed to address this threat head-on; each state receives funds based on its share of the total cost to repair or replace all deficient bridges nationwide. Thus all states have access to the funds necessary to make essential repairs.

Bridge Safety a Low Priority in Many States

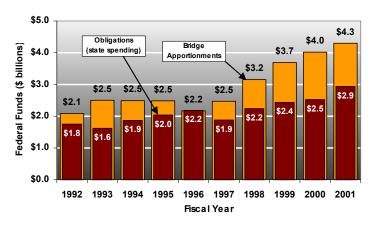
Although Congress has allocated \$29.3 billion to the bridge program over the last ten fiscal years, many bridges continue to have chronic safety problems. Bridge quality has improved overall since ISTEA was enacted, but even today, over 83,000 bridges - 14% - are structurally deficient. Off-system (local) bridges especially troubling, deficiency rates over twice that of their on-system (federal) counterparts.

A deeper look reveals significant differences among states in bridge

improvement rates. While a number of states have made significant progress on bridge repair, several states have made dangerously little progress. 12 states actually have *more* structurally deficient bridges today than they did a decade ago.

Why has bridge safety declined in some states while it improves in others? Although the bridge program is designed to put federal dollars where they're most needed, many states fail to take full advantage of the funding available to them. Overall, the states have spent only 73% of the bridge funding allocated by Congress over the last decade—the lowest obligation rate of TEA-21's five core And the trend is getting programs. worse; states have used only 67% of bridge funds allocated during the first four years of TEA-21. The result is that billions of bridge program dollars—nearly \$8 billion since ISTEA's enactment—have been diverted to other programs and priorities.

Bridge Program Under-Spending, 1993-2001



^{*} FHWA defines structurally deficient bridges as those that "have been restricted to light vehicles, require immediate rehabilitation to remain open, or are closed." This classification is distinct from "functionally obsolete," which are bridges whose capacities no longer support the roads they service. Some studies combine the two categories, and therefore report even higher rates of bridge deficiency than those reported here.

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How States Short-Change Bridge Repair

States that under-fund bridge safety do so in a variety of ways. Most take advantage of a loophole in the TEA-21 funding mechanism resulting from the discrepancy between state apportionments, which are

specified by program (Interstate Maintenance, Bridge, etc.), and obligation authority, which is not. detailed in STPP's decoder, "The Transportation Funding Loophole," it is left to states to decide how to allocate overall budget dollars among various Often, states use programs. their discretion to fully fund traditional highway building programs while under-funding critical repair needs like the bridge program. Several such

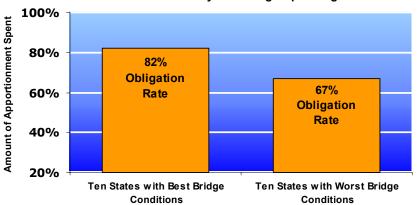
states are ones that the bridge program's funding formula is designed to help the most.

Another diversion technique involves the Discretionary Bridge Program, which provides bridge funding on a projectspecific basis. To be eligible for discretionary funds, a state must not have transferred any of its apportioned bridge funds to other uses. But some states use the loophole described above to divert bridge dollars elsewhere without losing eligibility for discretionary funds. example, in FY 2000-2001, Illinois received over \$12 million in discretionary bridge funding, even though it obligated only 52% of its regular apportionment during that same time, and shifted millions to other programs. By underobligating its bridge program, the state was able to "transfer" its bridge funds elsewhere and still receive discretionary funds without incurring any penalty.

A state-by-state comparison shows the difference between states that use their bridge program dollars and those that don't.

As shown in the graph above, the ten states with the best bridge conditions

Structural Deficiency and Bridge Spending



have spent 82% of their federally apportioned bridge funds since 1992. By contrast, the ten states with the worst bridges have spent only 67% of their bridge funds since 1992. For example, Pennsylvania, with nearly 25% of its bridges deemed structurally deficient, has left unused or transferred over \$1.2 billion in bridge program funding (see Table 1 below).

But while Pennsylvania is the most striking example of bridge under-funding, most states are guilty to some degree. Overall, states have neglected nearly \$8 billion apportioned for bridge repair, choosing instead to focus on new construction projects and other priorities. This shift in funding dollars violates the intent and spirit of the original legislation, which was to allocate bridge funding based on where it was most needed.

Sources:

Federal Highway Administration. *Conditions and Performance Report,* 1999 Federal Highway Administration. *Financing Federal-Aid Highways,* 1999.

STPP, Analysis of FHWA Bridge Classification Information

STPP, "The Transportation Funding Loophole," Decoding Transportation Policy & Practice #5.

For further information, see:

http://www.transact.org http://www.tea3.org http://www.antc.net

Table 1. Bridge Program Apportionments and Obligations By State, Ranked by Structural Deficiency Rate (Dollar amounts in millions)

Rank: Most Defic.	State	% Struc. Defic. Bridges 2001	Number of Structurally Deficient Bridges 2001	Bridge Apportionments (1992-2001)	Bridge Obligations (1992- 2001)	% Of Funds Obligated	Unobligated Balance, Bridge Program*
50	Oklahoma	33.5%	7,605	\$516.2	\$407.0	78.8%	\$125.2
49	Missouri	25.8%	6,083	\$960.8	\$674.2	70.2%	\$209.1
48	Rhode island	25.0%	187	\$232.5	\$160.3	69.0%	\$73.5
47	Pennsylvania	24.7%	5,390	\$2,883.5	\$1,627.1	56.4%	\$125.5
46	South Dakota	23.3%	1,398	\$108.4	\$79.8	73.6%	\$28.0
45	Mississippi	22.0%	3,694	\$427.2	\$364.1	85.2%	\$70.4
44	Iowa	20.1%	5,036	\$431.9	\$238.3	55.2%	\$140.9
43	North Dakota	19.3%	871	\$72.3	\$55.5	76.7%	\$19.7
42	Michigan	18.9%	2,012	\$841.9	\$630.9	74.9%	\$211.0
41	Louisiana	18.2%	2,425	\$686.5	\$560.0	81.6%	\$140.7
40	Hawaii	18.0%	193	\$185.0	\$135.3	73.2%	\$47.8
39	West Virginia	17.3%	1,172	\$561.6	\$490.4	87.3%	\$103.8
38	Nebraska	17.3%	2,676	\$263.7	\$196.5	74.5%	\$7.6
37	Alabama	17.1%	2,677	\$526.0	\$414.5	78.8%	\$111.3
36	Vermont	16.7%	452	\$154.8	\$129.7	83.8%	\$26.5
35	New Hampshire	16.4%	386	\$155.2	\$116.8	75.3%	\$45.6
34	Maine	15.0%	354	\$188.0	\$145.1	77.2%	\$28.6
33	North Carolina	14.8%	2,513	\$795.9	\$676.2	85.0%	\$129.8
32	New Jersey	14.6%	930	\$1,438.8	\$1,273.2	88.5%	\$120.7
31	Utah	14.2%	389	\$126.4	\$89.4	70.7%	\$34.4
30	Massachusetts	14.0%	696	\$1,157.1	\$751.6	65.0%	\$140.5
29	New York	13.8%	2,405	\$2,929.5	\$2,444.0	83.4%	\$413.6
28	Wisconsin	13.8%	1,862	\$324.9	\$321.2	98.8%	\$21.9
27	Kansas	13.5%	3,465	\$438.7	\$337.4	76.9%	\$64.9
26	South Carolina	13.1%	1,187	\$341.5	\$324.8	95.1%	\$28.7
25	Wyoming	12.6%	389	\$71.9	\$59.4	82.6%	\$8.2
24	Indiana	12.5%	2,257	\$387.7	\$326.4	84.2%	\$64.7
23	Arkansas	11.9%	1,479	\$348.1	\$313.8	90.1%	\$36.0
22	Ohio	11.8%	3,305	\$1,086.7	\$733.1	67.5%	\$285.0
21	Alaska	11.8%	169	\$150.2	\$69.9	46.5%	\$50.7
20	Montana	11.4%	570	\$137.5	\$125.9	91.6%	\$4.9
19	California	11.1%	2,631	\$2,067.2	\$851.9	41.2%	\$619.9
18	Georgia	11.0%	1,578	\$543.2	\$413.8	76.2%	\$159.9
17	Illinois	10.7%	2,725	\$1,000.6	\$806.5	80.6%	\$193.7
16	Virginia	9.6%	1,222	\$674.4	\$283.8	42.1%	\$150.2
15	Minnesota	9.5%	1,221	\$260.1	\$227.5	87.5%	\$67.5
14	New Mexico	9.2%	348	\$91.0	\$61.3	67.4%	\$29.7
13	Tennessee	9.1%	1,760	\$615.9	\$469.8	76.3%	\$150.1
12	Kentucky	8.8%	1,189	\$393.0	\$331.7	84.4%	\$71.5
11	Maryland	8.8%	436	\$450.1	\$259.7	57.7%	\$75.7
10	Connecticut	8.7%	362	\$681.0	\$570.8	83.8%	\$123.5
9	Idaho	7.9%	320	\$88.4	\$69.6	78.8%	\$20.5
8	Colorado	7.4%	596	\$226.4	\$217.8	96.2%	\$16.4
7	Washington	6.9%	551	\$748.5	\$591.6	79.0%	\$189.9
6	Texas	6.6%	3,182	\$1,188.1	\$925.8	77.9%	\$202.3
5	Delaware	5.7%	47	\$93.9	\$61.9	66.0%	\$33.7
4	Oregon	5.0%	362	\$404.4	\$274.1	67.8%	\$58.0
3	Nevada	4.4%	67	\$76.7	\$56.2	73.2%	\$20.6
2	Arizona	2.8%	194	\$81.2	\$67.7	83.3%	\$10.0
1	Florida	2.7%	300	\$580.5	\$563.4	97.1%	\$10.2
	Total	14.2%	83,318	\$29,195.0	\$21,376.4	73.2%	\$5,122.9

Total 14.2% 83,318 \$29,195.0 \$21,376.4 73.2% \$5,122.9 *Because of transfers out of the Bridge program into other road programs, the unobligated balance (the unspent apportionment) for the Bridge program is not equal to the difference between apportionment and obligation.

Table 2. Structurally Deficient Bridges (Percent), by Federal-Aid System (On or Off System*), 1992 and 2001

		1992			2001			
State	Local (Off System) Bridges	Federal- Aid (On System) Bridges	All Bridges	Local (Off System) Bridges	Federal- Aid (On System) Bridges	All Bridges	Percentage- Point Change, 1992-2001	
All U.S. States	29%	13%	21%	20%	9%	14%	All Bridges -7%	
All 0.5. States	23 /0	13 /0	21 /0	20 70		14 /0		
Alabama	35%	11%	23%	26%	9%	17%	-6%	
Alaska	21%	7%	10%	12%	11%	12%	2%	
Arizona	8%	1%	3%	6%	2%	3%	0%	
Arkansas	43%	10%	23%	21%	6%	12%	-11%	
California	12%	4%	6%	12%	11%	11%	5%	
Colorado	21%	8%	14%	9%	6%	7%	-7%	
Connecticut	18%	14%	15%	16%	6%	9%	-6%	
Delaware	13%	9%	10%	8%	4%	6%	-5%	
Florida	7%	2%	4%	6%	1%	3%	-1%	
Georgia	29%	8%	17%	19%	5%	11%	-6%	
Hawaii	14%	15%	15%	25%	16%	18%	3%	
Idaho	15%	6%	11%	10%	6%	8%	-3%	
Illinois	21%	14%	18%	12%	9%	11%	-7%	
Indiana	28%	10%	20%	18%	5%	12%	-8%	
Iowa	22%	9%	19%	25%	10%	20%	1%	
Kansas	31%	8%	21%	20%	5%	14%	-8%	
Kentucky	19%	5%	13%	12%	4%	9%	-5%	
Louisiana	22%	26%	25%	27%	9%	18%	-7%	
Maine	20%	12%	15%	21%	10%	15%	-1%	
Maryland	14%	7%	10%	12%	6%	9%	-2%	
Massachusetts	28%	15%	18%	17%	13%	14%	-4%	
Michigan	30%	19%	23%	22%	17%	19%	-5%	
Minnesota	19%	11%	16%	12%	7%	10%	-6%	
Mississippi	43%	25%	33%	31%	12%	22%	-11%	
Missouri	50%	24%	40%	32%	17%	26%	-14%	
Montana	18%	4%	10%	19%	3%	11%	1%	
Nebraska	39%	12%	30%	23%	6%	17%	-13%	
Nevada	12%	3%	5%	9%	3%	4%	-1%	
New Hampshire	30%	13%	21%	23%	10%	16%	-4%	
New Jersey	32%	22%	25%	19%	13%	15%		
New Mexico	13%	6%	8%	14%	8%	9%	-10% 1%	
New York	63%	52%	57%		10%		-43%	
North Carolina	27%	17%	23%	18% 17%	11%	14% 15%	-43% -9%	
North Dakota	37%	6%	25%	29%	5%	19%	-6%	
Ohio	18%	14%	16%	15%	7%	12%	-4%	
Oklahoma	48%	17%	35%	50% 6%	20%	33%	-1%	
Oregon	14%	7%	9%		4%	5%	-4%	
Pennsylvania	28%	23%	25%	27%	22%	25%	-1%	
Rhode Island	28%	16%	18%	29%	24%	25%	7%	
South Carolina	17%	6%	11%	15%	11%	13%	2%	
South Dakota	33%	8%	22%	32%	13%	23%	1%	
Tennessee	25%	14%	20%	12%	7%	9%	-11%	
Texas	27%	4%	13%	14%	2%	7%	-6%	
Utah	21%	10%	14%	15%	14%	14%	0%	
Vermont	32%	14%	23%	17%	16%	17%	-6%	
Virginia	14%	9%	11%	12%	8%	10%	-2%	
Washington	9%	13%	11%	7%	7%	7%	-4%	
West Virginia	28%	24%	26%	18%	17%	17%	-9%	
Wisconsin	28%	22%	25%	16%	11%	14%	-11%	
Wyoming	26%	2%	10%	22%	7%	13%	3%	

^{*}Bridges that are eligible for federal-aid highway funds are commonly called "On-system" bridges, as opposed to "Off-system" bridges. Off-system bridges tend to serve local needs more and to be owned by local government. Federal funds provided through the Bridge Program are available to all types of bridges, with at least 65% going to On-system bridges and at least 15% going to Off-system bridges.

Improving Traffic Safety

Reducing Deaths and Injuries through Safer Streets

In 2001, 42,116

Americans were

million injured in

traffic collisions.

and

killed

Despite the gains that have been made in traffic safety programs in the U.S. over the last several decades through a crackdown on drunk driving, increased seatbelt usage, and the more

widespread use of airbags, traffic crashes are still the leading cause of death for Americans between the ages of 4 and 33. In 2001, 42,116 Americans were killed in traffic collisions, up slightly from the 41,945 killed in 2000. Of

those killed in 2001, 4,955 were pedestrians and 728 were bicyclists. These tragic deaths occurred even as states failed to spend nearly \$1 billion in federal funds specifically allocated for improving traffic safety. The reauthorization of the nation's surface transportation funding bill, TEA-21 offers a significant new opportunity to improve traffic safety and save lives.

Traffic Fatalities

On average, nearly 15 out of every 100,000 Americans are killed in traffic collisions each year. Three million more are injured. Most of

those killed are drivers or passengers, however pedestrians and bicyclists make up about 14 percent of all traffic deaths.

Some states are far more dangerous for those bicycling, walking, riding in, or driving a car. Wyoming, with 34 people killed in traffic accidents per 100,000 residents more than twice the national average - is the most dangerous of any in the nation. state Mississippi ranks second with more than 30 traffic deaths per 100,000 residents.

States which are relatively safe for car drivers and passengers, may still be unsafe for the most vulnerable users of the transportation system – bicyclists and pedestrians. The state

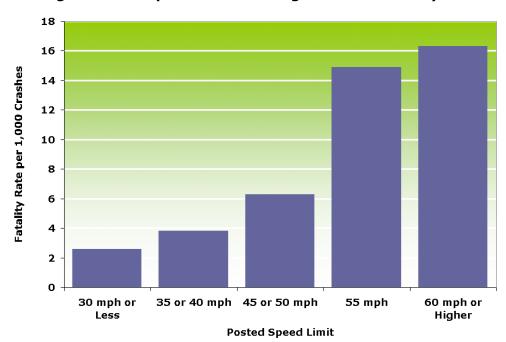
of Florida, for example, falls just about in the middle in its ranking for total traffic fatalities per 100,000 residents. But when pedestrians and bicyclists are broken out of those total numbers, Florida emerges as the most

dangerous state in the country, with 3.73 bicyclists and pedestrians killed per 100,000 residents on an annual basis. This statistic is especially alarming given the 29 percent decline in bicycling and walking in that state over the last ten years.

Speed Kills

The National Highway Traffic Safety Administration (NHTSA) has determined that excessive speeding is a factor in nearly one-third of all traffic fatalities and that the most dangerous roads are those with posted speed limits of 60 mph or higher. Speeding in

Higher Travel Speeds Result in Higher Traffic Fatality Rates



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residential areas is also a major cause of bicycle and pedestrian fatalities – chances of survival if hit by a vehicle traveling at 20 mph are 95 percent, yet drop to 50 percent at 30 mph and just 15 percent at 40 mph.

The Debate over Design

traditionally responded to Engineers have traffic safety concerns by proposing the construction of wider and straighter roads. However, recent studies have started to question whether bigger is really better. In fact, new research is suggesting just the opposite - that lower-cost techniques may be more effective and that traditional "safety improvements" such as larger and straighter roads with longer sight lines may actually lead to increases in fatalities and injuries because they encourage higher travel speeds. study in particular (R. Noland), found that infrastructure improvements such as road widenings resulted in 1,700 additional deaths and 300,000 additional injuries.

Traffic fatalities per mile driven (VMT) have declined steadily over the past decade. But the reduction in fatalities has coincided with safer cars and trucks (i.e., airbags), increased seat belt use, and improved medical technology, particularly in emergency room care. These factors, along with demographic changes (fewer young people who tend to have much higher accident rates) and behavioral changes (declines in drunk driving) deserve much of the credit for reduced traffic deaths.

In cities and suburbs across the U.S., a new generation of traffic safety programs are combining a variety of approaches, all of which rethink traditional road design practices: a move to narrower streets, installation of landscaped medians, street trees, and on-street parking, the addition of bike lanes, pedestrian islands, new raised and lighted crosswalks, and in some cases a conversion from four travel lanes to two with dedicated turning pockets. All of these techniques have been found to curb speeding, reduce crash rates and improve traffic flow (Burden and Lagerwey).

The Institute for Transportation Engineers (ITE) recently acknowledged this turnaround in thinking by publishing a new manual on "traffic

calming" measures that can help reduce speeding in cities and suburbs. The Insurance Institute for Highway Safety (IIHS) has also this shift in approach recognized recommends better traffic signal timing and visibility, improved pedestrian and bicycling facilities, installation of skid-resistant pavements, appropriate speed limits, and the use of traffic calming measures such as speed humps and roundabouts to boost safety. A study of roundabouts by IIHS found that they can reduce fatal crashes by as much as 90 percent, injury collisions by as much as 76 percent, and pedestrian crashes by 50 percent. A roundabout installed in Bradenton Beach, Florida, offers strong evidence of traffic Where there had calming's effectiveness. previously been one pedestrian fatality per year at the site, in the nine years following installation of the roundabout there have been no reported crashes, let alone fatalities or injuries of motorists, pedestrians, or bicyclists.

Trends in Spending

Whether redesigning roads for safer speeds or pursuing other lower cost measures such as improved signalization, traffic calming, new roadway markings, signage and lowered speed limits, reducing traffic fatalities and injuries will require continuing investment and political will. Yet despite the more than 40,000 traffic deaths per year on the nation's roadways, states' spending behavior indicates that they have not made broader safety improvements a priority. Under TEA-21 and its predecessor, ISTEA, ten percent of a state's Surface Transportation Program (STP) apportionment is reserved for This includes significant safety programs. funding for the elimination of hazardous railway-highway crossings, as well as funds for the identification and removal of other hazards, including those to bicyclists and pedestrians. Traffic calming is an eligible activity, and California's innovative Safe Routes to School program, which improves walking and bicycling conditions near schools, is also funded through this program. Over the last ten years, states received \$4.8 billion dollars in federal funds under this program.

Unfortunately, a quirk in the federal transportation funding program allows states to

For further information, see:

http://www.transact.org http://www.tea3.org http://www.antc.net underfund any of the apportioned programs, such as the STP safety program, while overspending on others. The Safety Program is one that states have chosen to underfund, letting nearly \$1 billion in federal funds specifically provided to improve traffic safety go unspent.*

Apart from the specific Safety Program, states may spend a significant portion of other federal transportation program funds on projects or facilities that improve safety for drivers, pedestrians and bicyclists. But even as lawmakers call for improving traffic safety, the portion of federal funds dedicated to these overall safety improvements from 1998 to 2001 (the first four years of spending under TEA-21) declined by nearly 20 percent from the previous period under ISTEA (1992 to 1997).

Conclusion

The upcoming reauthorization of TEA-21 offers an excellent opportunity to make improving traffic safety a real priority. Legislators working on the bill should close the loophole which allows states to spend federal funds intended for safety on other programs. incentives should be put in place to encourage states to address safety concerns with less costly traffic calming measures Safe Routes to signalization improvements. School, which makes it safer for children to walk or bicycle to school, should be adopted as a national program, and supported with federal funding. Finally, the Federal Highway Administration and the states should require a more rigorous analysis of expected safety benefits of roadway expansion before projects can be justified on that basis.

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For further information, see:

http://www.transact.org http://www.tea3.org http://www.antc.net

^{*}For more information on this practice, see STPP's decoder, "The Transportation Funding Loophole: How states underfund federal programs," available at http://www.transact.org.

Table 1. Traffic Deaths and Injuries, Safety Spending, and Estimated Cost of Traffic Deaths by State, Ranked by Safety Spending per Traffic Fatality.

Rank		STP-Safety Apportionments (1992-2001) (millions)	STP-Safety Obligation Rate (1992-2001) (millions)	Unobligated Balance* (millions)	Avg. Yearly Traffic Deaths (2000- 2001)	Nonfatal Traffic Injuries (1997)	Estimated Yearly Cost of Traffic Fatalities**	Average Yearly Safety Spending per Traffic Fatality
1	Arizona	\$81.8	81.3%	\$19.6	1,042	68,255	\$2,813,400,000	\$9,653
2	Mississippi	\$63.7	100.0%	\$1.2	867	38,684	\$2,339,550,000	\$16,288
3	lowa	\$72.5	77.8%	\$16.9	446	38,468	\$1,204,200,000	\$18,997
4	Kentucky	\$84.4	73.1%	\$28.2	833	56,387	\$2,247,750,000	\$19,251
5	Minnesota	N/A	N/A	\$16.6	597	46,064	\$1,610,550,000	\$19,423
6	South Dakota	\$42.9	71.3%	\$7.3	172	8,161	\$464,400,000	\$20,490
7	Florida	\$256.6	93.1%	\$25.2	3,005	243,320	\$8,113,500,000	\$22,096
8	Arkansas	\$66.1	64.3%	\$26.7	632	42,002	\$1,705,050,000	\$22,292
9	Texas	\$393.9	85.9%	\$70.8	3,752	347,808	\$10,129,050,000	\$23,583
10	Tennessee	\$107.1	89.8%	\$6.8	1,279	79,658	\$3,453,300,000	\$24,569
11	South Carolina	\$83.2	97.2%	\$4.1	1,062	59,047	\$2,867,400,000	\$28,683
12	Wisconsin	\$121.9	81.9%	\$26.4	781	63,165	\$2,108,700,000	\$29,049
13	New Mexico	\$60.6	51.1%	\$17.1	448	29,703	\$1,208,250,000	\$29,406
14	Utah	\$39.2	76.0%	\$10.4	333	30,950	\$897,750,000	\$30,046
15	Louisiana	\$75.3	72.9%	\$22.9	946	55,941	\$2,554,200,000	\$31,015
16	Massachusetts	\$81.6	25.8%	\$74.7	455	90,419	\$1,228,500,000	\$31,278
17	Nevada	\$41.3	78.3%	\$9.8	318	27,075	\$858,600,000	\$31,431
18	Colorado	\$73.1	85.9%	\$1.8	709	41,666	\$1,912,950,000	\$31,993
19	Missouri	\$105.4	72.4%	\$34.6	1,128	82,685	\$3,044,250,000	\$33,281
20	North Carolina	\$146.6	85.0%	\$27.6	1,544	152,397	\$4,167,450,000	\$35,170
21	Alabama	\$100.3	95.1%	\$9.2	995	49,287	\$2,686,500,000	\$35,642
22	Oklahoma	\$82.8	98.6%	\$6.5	663	52,096	\$1,790,100,000	\$38,011
23	Kansas	\$68.4	88.2%	\$8.0	478	31,656	\$1,289,250,000	\$40,984
24	North Dakota	\$40.4	69.1%	\$6.4	96	5,729	\$257,850,000	\$44,051
25	Idaho	\$43.1	65.7%	\$9.4	268	14,133	\$722,250,000	\$48,024
26	Wyoming	\$33.2	94.2%	\$2.8	169	6,390	\$456,300,000	\$55,488
27	Nebraska	\$51.3	84.2%	\$9.0	261	30,268	\$704,700,000	\$59,065
28	Washington	N/A	N/A	\$30.0	640	83,781	\$1,728,000,000	\$61,001
29	Pennsylvania	\$126.9	73.0%	\$45.7	1,525	139,089	\$4,117,500,000	\$61,464
30	California	\$431.8	84.4%	\$62.8	3,855	284,871	\$10,407,150,000	\$63,555
31	Georgia	\$170.8	81.8%	\$40.3	1,578	139,386	\$4,260,600,000	\$63,584
32	Oregon	\$59.0	67.7%	\$22.3	470	35,435	\$1,267,650,000	\$65,983
33	New Jersey	\$100.2	83.1%	\$28.2	739	127,894	\$1,995,300,000	\$67,053
34	Maryland	\$73.3	47.4%	\$36.9	624	47,894	\$1,684,800,000	\$68,117
35	Montana	\$50.9	82.4%	\$4.6	234	10,688	\$630,450,000	\$74,357
36	Michigan	\$148.0	68.7%	\$57.6	1,355	138,537	\$3,658,500,000	\$77,523
37	Ohio	\$166.7	103.3%	\$0.0	1,372	219,992	\$3,704,400,000	\$84,235
38	Virginia	\$107.8	65.6%	\$44.1	932	81,866	\$2,516,400,000	\$85,710
39	Maine	\$29.3	61.9%	\$8.5	181	17,663	\$487,350,000	\$87,504
40	West Virginia	\$40.9	69.5%	\$13.5	394	25,635	\$1,062,450,000	\$89,093
41	Delaware	\$27.9	92.8%	\$1.9	130	10,613	\$349,650,000	\$92,076
42	Illinois	\$195.0	102.5%	\$10.2	1,416	144,022	\$3,823,200,000	\$92,787
43	Alaska	\$94.1	72.9%	\$6.1	96	6,249	\$257,850,000	\$99,344
44	Indiana	\$127.6	82.2%	\$28.4	898	76,480	\$2,423,250,000	\$107,593
45	New Hampshire	\$29.5	77.0%	\$4.4	134	14,368	\$361,800,000	\$109,553
46	Hawaii	\$50.3	85.3%	\$2.3	136	10,996	\$367,200,000	\$136,421
47	New York	\$186.3	112.7%	\$6.1	1,504	285,731	\$4,060,800,000	\$148,578
48	Vermont	\$25.7	49.8%	\$14.2	84	3,309	\$226,800,000	\$176,106
49	Connecticut	\$80.0	78.0%	\$3.7	327	46,505	\$881,550,000	\$204,182
50	Rhode Island	\$26.4	74.8%	\$1.9	81	12,175	\$217,350,000	\$335,848
	United States	\$4,787.6	82.4%	\$984.8	42,031	1,761,146	\$113,482,350,000	\$53,288

^{*}Unobligated Balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**}Based on cost of a fatality from FHWA's Highway Cost Allocation Study. 1997.

The CMAQ Program: Funding Cleaner Air

More than \$2 Billion of Unused Potential

The Congestion Mitigation and Air Quality Improvement program (CMAQ) was created under ISTEA in 1991. Lawmakers established the innovative program to help fund regional and local efforts to achieve compliance with national air quality standards set under the Clean Air Act. Each state receives CMAQ funding based on the population of local areas that are in non-compliance, or seeking to maintain compliance, with national standards for ozone and carbon monoxide. In 2001, those areas encompassed more than 131 million Americans nationwide (counting all air pollutants), almost half of the total population. CMAQ funds are largely spent on Transportation Control Measures (TCMs) such as improving public transit service, traffic signalization and other traffic flow improvements, trip reduction and ride-sharing initiatives, and facilities.

Under the CMAQ program, more than \$9 billion has been spent over the last ten fiscal years to provide greater mobility and improve air quality in non-attainment and maintenance areas. Of

that, more than \$4 billion has been used for transit projects and about \$3 billion has gone to traffic flow improvements. Largely because of its explicit focus on improving air quality and funding transportation alternatives, the CMAQ program enjoys broad support from a range of interests, including local elected officials, transportation quality administrators, business and community groups and the public. FHWA Administrator Mary Peters recently testified before the Senate **Environment** and Public Works **TCMs** Committee that funded through the CMAQ program, "improve our quality of life, by reducing pollution, by relieving

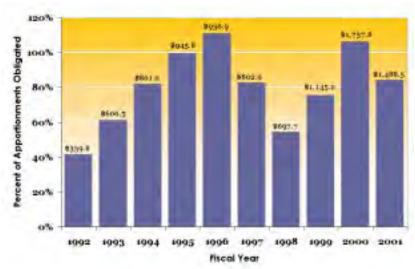
congestion, and by allowing us to walk or bike in a more pleasant environment."

Nationwide, the CMAQ program has helped improve air quality. From 1992/1993 to 2000/2001 the number of person days of unhealthy air quality has declined by 38 percent nationally. But 97 percent of that improvement has occurred in California, where the number of person days of unhealthy air quality dropped by 1.4 billion. During that same period, California was one of the best performers in obligating CMAQ funds, with an obligation rate of 91.4 percent. California's gains in air quality, the country saw just a 2.5 percent decline in the number of person days of unhealthy air quality.

States Lagging Behind

Of the 41 states (including the District of Columbia) that have metropolitan and other local areas working to achieve or maintain compliance with applicable national air quality standards, less than one-third have made real commitments to the CMAQ program as

Nationwide CMAQ Program Obligations (FY 1992-2001)



Where dollar figure represents obligations in millions.

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^{*}The rate of 81.3 percent, based on FHWA's methodology for assessing the program, is somewhat misleading in that it overstates the actual obligations to the program over the ten-year period by treating CMAQ funds which are *transferred* to the Federal Transit Administration as obligations. Unfortunately, accurate state-by-state data on obligations of CMAQ funds transferred to FTA are not available. However a nationwide analysis examining exclusively obligations reveals that only 79.3 percent of CMAQ apportionmer that it is considered to FTA are not available. The program of CMAQ apportionmer that it is considered to FTA are not available.

measured by their obligation rates (i.e. actual spending of apportioned funds). The majority of states have failed to take full advantage of the program, often to the detriment of local areas now struggling to improve their air quality and reduce public health threats. Nationwide, over the ten years of the program, only 81 percent* of the apportioned funds to the states have been obligated to CMAQ, a program which overall receives less than 6 cents of every TEA-21 dollar available to the states. Setting aside California and New York (the biggest recipients), the remaining 48 states and the District of Columbia had an average obligation rate of 77.7 percent.

CMAQ spending is significantly lower than the 93.6 percent for the National Highway System (NHS) program, which like CMAQ was a new program of ISTEA. At the state-level, there is evidence of states lagging behind dangerously on the CMAQ program (see Table 1), while they over-spend on traditional highway programs such as NHS. Six states with non-attainment metro areas and poor spending records on CMAQ have nevertheless obligated more than 100 percent of available NHS funds.

Healthy Air a Low Priority to Some States

More than 4.5 million people living in the Washington DC metro area have recently learned that the air they breathe is "severely" polluted by ozone. This comes as no surprise to residents suffering through the worst summer air pollution on record since 1993. The DC region's classification from "serious" to "severe" resulted from a court ruling which found that the EPA illegally extended the region's deadline for meeting air quality standards. The ruling triggers Clean Air Act regulations mandating the region to reduce ozone by at least 3 percent per year until it achieves compliance.

Transportation is the largest single contributor to the region's air pollution, accounting for about 1/3 of ozoneforming VOCs and NOx emissions. To

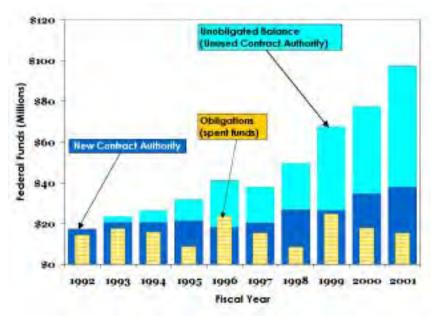
help the region address the problem, the federal government, since 1992, has apportioned more than \$655 million in CMAQ funding to the three states which make up the region - Maryland, the District of Columbia, and Virginia. However, despite worsening air quality, those states have obligated only \$455 million, or 69.5 percent of the available funds, leaving a balance of about \$200 million in unspent federal funds, money which could have been used to improve air quality.

Loopholes Allow Chronic Under-Spending

With the third-worst cumulative CMAQ spending record of the 41 non-attainment states (including the District of Columbia), the State of Virginia chronically under-funds program. By failing to spend down its large balance of accrued CMAQ funds, Virginia had accumulated almost \$60 million in available CMAQ funding at the end of 2000. Adding in its 2001 apportionment of \$37.8 million, the state had almost \$100 million available to spend. Yet Virginia obligated only \$15.3 million (15.7 percent of the total available) in that year.

While Virginia is one of the worst offenders of CMAQ under-spending, nearly all states are guilty to some degree. More than \$2 billion (\$2.2 billion) in unobligated balance remains in

Virginia's Chronic Under-Spending of CMAQ Funds



For further information, see:

http://www.transact.org http://www.tea3.org http://www.antc.net the CMAQ program at the end of its first ten years. This lost potential results largely from the discrepancy between contract authority, which is specific to each major program, and obligation limitation, which applies to the entire contract authority for a state and is not differentiated by program. As detailed in

STPP's decoder, "The Transportation Funding Loophole," states can take advantage of this discrepancy to funnel money to highway-building programs while innovative programs such as CMAQ languish.

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For further information, see:

http://www.transact.org http://www.tea3.org http://www.antc.net

Table 1. Person Days of Unhealthful Air Quality, Total CMAQ Apportionments and Unobligated Balance by State, Ranked by CMAQ Obligation Rate (Fiscal Years 1992-2001, dollar values in millions)

Rank		Person Days of Unhealthy Air Quality* (Avg. 1992- 1993)	Person Days of Unhealthy Air Quality* (Avg. 2000- 2001)	Total CMAQ Apportionments (1992-2001)	Unobligated Balance**	CMAQ Obligation Rate
1	Alaska	N/A	N/A	\$88.8	\$26.7	46.3%
2	Nevada	1,328,459	749,364	\$76.3	\$32.2	57.6%
3	Virginia	98,037,119	53,700,149	\$243.1	\$81.2	66.3%
4	South Carolina	8,877,907	16,549,492	\$61.5	\$20.3	66.7%
5	Wisconsin	5,137,713	10,619,990	\$154.3	\$50.7	66.8%
6	Montana	N/A	N/A	\$64.0	\$20.9	67.0%
7	Arkansas	1,252,967	6,805,909	\$59.2	\$19.1	67.5%
8	New Hampshire	54,870	80,738	\$58.8	\$18.9	67.9%
9	West Virginia	3,356,386	2,003,936	\$57.8	\$18.2	68.2%
10	Minnesota	1,265,314	2,911,964	\$103.0	\$30.1	70.6%
11	Maryland	149,585,044	90,206,197	\$358.2	\$102.7	71.0%
12	New Mexico	0	361,648	\$59.9	\$16.8	71.6%
13	Texas	163,973,369	244,340,770	\$950.5	\$263.9	71.9%
14	Pennsylvania	178,071,730	117,710,941	\$612.7	\$164.2	72.9%
15	North Carolina	35,804,404	56,127,916	\$129.9	\$34.9	72.9%
16	Louisiana	10,174,957	24,308,796	\$58.5	\$15.4	73.3%
17	Tennessee	35,567,599	50,714,838	\$116.9	\$30.8	73.4%
18	Indiana	15,802,141	16,710,375	\$132.0	\$34.3	73.7%
19	Florida	25,263,225	21,934,894	\$351.3	\$88.0	74.6%
20	Alabama	9,512,113	15,258,258	\$59.0	\$13.5	76.8%
21	Colorado	12,050,917	4,281,616	\$114.7	\$24.4	78.5%
22	Massachusetts	32,648,762	31,581,179	\$381.0	\$89.1	79.4%
23	Oregon	4,036,602	1,604,676	\$74.6	\$15.1	79.4%
24	Maine	N/A	N/A	\$58.4	\$11.8	79.5%
25	Michigan	32,641,014	49,960,083	\$304.4	\$59.6	80.1%
26	New Jersey	107,940,229	69,256,541	\$663.0	\$127.9	80.4%
27	Illinois	33,771,822	71,289,847	\$580.2	\$109.3	80.9%
28	Delaware	9,390,808	9,319,920	\$58.2	\$10.9	81.0%
29	Ohio	60,393,595	58,794,855	\$452.2	\$81.4	81.7%
30	Missouri	25,578,431	37,009,126	\$138.2	\$24.1	82.3%
31	Kansas	1,577,306	4,988,740	\$55.3	\$9.0	83.4%
32	New York	165,858,150	162,525,973	\$1,154.0	\$147.5	87.9%
33	Kentucky	10,665,979	9,900,910	\$89.6	\$9.7	88.8%
34	Rhode Island	5,434,616	6,731,198	\$67.3	\$6.4	90.2%
35	Arizona	35,808,301	26,613,786	\$204.8	\$18.0	91.0%
36 37	California Washington	2,327,205,959	926,672,973	\$2,125.1 \$179.5	\$176.7 \$13.0	91.4% 91.9%
		4,580,251	1,569,821		\$13.9	
38 39	Utah Georgia	7,986,863 89,382,952	6,708,875 70,932,398	\$67.8 \$222.3	\$3.9 \$11.4	94.0% 94.6%
40	Connecticut	23,804,619	18,284,271	\$293.0	\$11.4 \$4.8	98.1%
		inment Areas for Ozo			ψ4.0	30.170
States	Idaho	N/A	N/A	\$62.1	\$24.6	50.4%
	Hawaii	N/A N/A	N/A	\$59.1	\$20.7	64.6%
	Nebraska	286,625	632,977	\$55.3	\$18.5	66.1%
	lowa	41,746	87,865	\$55.9	\$8.1	85.1%
	North Dakota	N/A	N/A	\$57.6	\$8.3	85.3%
	Mississippi	1,089,576	2,046,548	\$57.1	\$7.6	86.4%
	Oklahoma	3,814,984	9,993,510	\$56.5	\$7.4	86.6%
	Vermont	N/A	N/A	\$57.4	\$5.8	88.3%
	Wyoming	N/A	N/A	\$57.2	\$2.1	96.1%
	South Dakota	N/A	N/A	\$58.4	\$0.5	98.9%
	United States	3,758,130,005	2,321,314,762	\$11,709.9	\$2,155.5	81.3%

^{*} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) for large metro areas within a state exceeds 100 during a year, and averaging that value over 2 years.

^{**} Unobligated Balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the CMAQ program.

Ten Years of Federal Dollars at Work in All States, 1992-2001

		National Rank i	n Least Spending	Per Traffic Fata	litv [.]	
	Funds Available	Hational Raine	ir Loadt Openanig	i ci i allio i ata	inty:	
	STP Safety Program		Unobligated		Obligation	
	Apportionments 1992-2001	\$4787.6	balance*	\$984.8	Rate	82%
	(millions)	V G	(millions)	,		0_70
\$	()	<u> </u>	1 (1	
Safety	Outcomes					
Sa	Average annual traffic		Estimated		Average	
	deaths, 2000-2001	42031	yearly cost of	\$113,482.4	Yearly Safety	\$53,288.2
ŧ			Traffic	, , , , , , , , , , , , , , , , , , , ,	Spending Per	, , , , , , , , , , , , , , , , , , , ,
Traffic			Fatalities		Traffic	
7			(millions)		Fatality	
		onal Rank in Lowe	est Percent of Stru	ucturally Deficie	nt Bridges:	
	Funds Available	1			1	1
	Apportionments for Bridge		Unobligated		Obligation	
	Repair, 1992-2001	\$29,195.0	Balance*	\$5,122.9	Rate	73%
	(millions)		(millions)			
S						
Conditions	Outcomes	1	D	T	I Daniel of	T
liti	Percent Change in	-7%	Percent of	9%	Percent of	200/
20	Number of Structurally Deficient Bridges, 1992 to	-1 %	Structurally Deficient	9%	Structurally Deficient	20%
0	2001		Bridges on		Local Bridges	
0	2001		Federal-Aid		(2001)	
g			System (2001)		(2001)	
Bridge				Structurally Defic	ient Bridaes	83,318
B			(2001)	Chactarany Bone	Morit Bridgee	00,010
	Na	ational Rank in Lo	west Obligation F	Pate for CMAO P	roarom:	
		**************************************	West Obligation i	tate for CMAQ I	Togram.	
	Funds Available		west obligation i	tate for OMAQT	Togram.	
			Unobligated	tate for OMAQ I	Obligation	
	Funds Available Total CMAQ Apportionments,	\$11,709.9	<u> </u>	\$2,155.5	-	81%
	Funds Available Total CMAQ		Unobligated		Obligation	81%
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions)		Unobligated Balance*		Obligation	81%
ity	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes		Unobligated Balance* (millions)		Obligation Rate	81%
ıality	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy	\$11,709.9	Unobligated Balance* (millions) Person Days of	\$2,155.5	Obligation Rate	
Quality	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-		Unobligated Balance* (millions) Person Days of Unhealthy Air		Obligation Rate	-38%
ir Quality	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy	\$11,709.9	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg.	\$2,155.5	Obligation Rate	
Air Quality	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-	\$11,709.9	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001	\$2,155.5	Obligation Rate	
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	\$11,709.9 3,758.1	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	\$2,155.5 2,321.3	Obligation Rate Percent Change	-38%
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least	\$11,709.9 3,758.1	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	\$2,155.5 2,321.3	Obligation Rate Percent Change	-38%
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending	\$11,709.9 3,758.1	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Dending on Repai	\$2,155.5 2,321.3	Obligation Rate Percent Change	-38%
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending	\$11,709.9 3,758.1 Average Yearly Sp	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Dending on Repai	\$2,155.5 2,321.3 r per Mile of Roa	Obligation Rate Percent Change Share of	-38%
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992-	\$11,709.9 3,758.1	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repair Average Yearly Spending on	\$2,155.5 2,321.3	Obligation Rate Percent Change Share of Funds to	-38%
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending	\$11,709.9 3,758.1 Average Yearly Sp	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repair Average Yearly Spending on New Road	\$2,155.5 2,321.3 r per Mile of Roa	Obligation Rate Percent Change Share of	-38%
_	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992-	\$11,709.9 3,758.1 Average Yearly Sp	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repair Average Yearly Spending on	\$2,155.5 2,321.3 r per Mile of Roa	Obligation Rate Percent Change Share of Funds to	-38%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$11,709.9 3,758.1 Average Yearly Sp	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repair Average Yearly Spending on New Road Capacity	\$2,155.5 2,321.3 r per Mile of Roa	Obligation Rate Percent Change Share of Funds to	-38%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes	\$11,709.9 3,758.1 Average Yearly Sp	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Dending on Repai Average Yearly Spending on New Road Capacity (millions)	\$2,155.5 2,321.3 r per Mile of Roa	Obligation Rate Percent Change Share of Funds to Road Repair	-38%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending	\$11,709.9 3,758.1 Average Yearly Sp \$5,904.6	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repai Average Yearly Spending on New Road Capacity (millions) Percent of	\$2,155.5 2,321.3 r per Mile of Ros \$4,436.7	Obligation Rate Percent Change Share of Funds to Road Repair	-38% od Condition: 33%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of	\$11,709.9 3,758.1 Average Yearly Sp	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repai Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in	\$2,155.5 2,321.3 r per Mile of Roa	Obligation Rate Percent Change Share of Funds to Road Repair Percent of Urban &	-38%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	\$11,709.9 3,758.1 Average Yearly Sp \$5,904.6	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repai Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	\$2,155.5 2,321.3 r per Mile of Ros \$4,436.7	Percent Change Share of Funds to Road Repair Percent of Urban & Suburban	-38% od Condition: 33%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$11,709.9 3,758.1 Average Yearly Sp \$5,904.6	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repai Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good Condition	\$2,155.5 2,321.3 r per Mile of Ros \$4,436.7	Percent Change Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in	-38% od Condition: 33%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	\$11,709.9 3,758.1 Average Yearly Sp \$5,904.6	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repai Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	\$2,155.5 2,321.3 r per Mile of Ros \$4,436.7	Percent Change Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in Good	-38% od Condition: 33%
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$11,709.9 3,758.1 Average Yearly Sp \$5,904.6	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repai Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good Condition	\$2,155.5 2,321.3 r per Mile of Ros \$4,436.7	Percent Change Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in	-38% od Condition: 33%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Alabama, 1992-2001

	National Bank in	Locat Chanding I	Dor Troffic Estati	ha 24					
Funds Available	National Rank III	Least Spending r	er Traffic Falain	ly. Z I					
STP Safety Program Apportionments 1992-2001 (millions)	\$100.3	Unobligated balance* (millions)	\$9.2	Obligation Rate	95%				
Outcomos									
Average annual traffic deaths, 2000-2001	995	Estimated yearly cost of Traffic Fatalities (millions)	\$2,686.5	Average Yearly Safety Spending Per Traffic Fatality	\$35,641.6				
Nation	al Rank in Lowes		turally Deficient						
Funds Available									
Apportionments for Bridge Repair, 1992-2001 (millions)	\$526.0	Unobligated Balance* (millions)	\$111.3	Obligation Rate	79%				
Percent Change in Number of Structurally	-6%	Percent of Structurally	9%	Percent of Structurally	26%				
2001		Bridges on Federal-Aid		Local Bridges (2001)					
		Total Number of (2001)		•	2,677				
	ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 20					
	1	I la ablicatad	Ī	Obligation					
Apportionments, 1992-2001 (millions)	\$59.0	Balance* (millions)	\$13.5	Rate	77%				
Outcomes									
Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	9.5	Person Days of Unhealthy Air Quality**, Avg. 2000-2001	15.3	Percent Change	60%				
Notional Dank in Locat A	venera Veerby Cre		nor Mile of Dood	way Natin Can	d Condition, 20				
	verage rearry Spe	maing on Repair	per wine of Road	way Not in Goo	u Condition: 39				
Average Yearly Spending on Road Repair, 1992-	\$124.5	Average Yearly Spending on New Road	\$133.4	Share of Funds to Road Repair	34%				
		Capacity (millions)							
		Capacity							
	Apportionments 1992-2001 (millions) Outcomes Average annual traffic deaths, 2000-2001 Nation Funds Available Apportionments for Bridge Repair, 1992-2001 (millions) Outcomes Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001 National Rank in Least A Spending Average Yearly Spending	Funds Available STP Safety Program Apportionments 1992-2001 (millions) Outcomes Average annual traffic deaths, 2000-2001 995 National Rank in Lowes Funds Available Apportionments for Bridge Repair, 1992-2001 (millions) Outcomes Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001 National Rank in Low Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992- \$124.5	Funds Available STP Safety Program Apportionments 1992-2001 (millions) Outcomes Average annual traffic deaths, 2000-2001 995 Separatives (millions) National Rank in Lowest Percent of Structurally Deficient Bridges, 1992 to 2001 System (2001) Total Number of Structurally Deficient Bridges, 1992 to 2001 System (2001) National Rank in Lowest Obligation Reference (millions) National Rank in Lowest Percent of Structurally Deficient Bridges on Federal-Aid System (2001) Total Number of (2001) National Rank in Lowest Obligation Reference (millions) Average Yearly Spending (millions) Average Yearly Spending on Road Repair, 1992- \$124.5	Funds Available STP Safety Program Apportionments 1992-2001 \$100.3 Unobligated balance* (millions) Structurally Deficient Bridges, 1992 to 2001 Outcomes Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001 National Rank in Lowest Obligation Rate for CMAQ Program (2001) Total Number of Structurally Deficient Bridges on Federal-Aid System (2001) National Rank in Lowest Obligation Rate for CMAQ Program (millions) National Rank in Lowest Obligation Rate for CMAQ Program (millions) Percent Change in Number of Structurally Deficient Bridges on Federal-Aid System (2001) Total Number of Structurally Deficent Bridges on Federal-Aid System (2001) Total Number of Structurally Deficent Bridges on Federal-Aid System (2001) National Rank in Lowest Obligation Rate for CMAQ Program (2001) National Rank in Lowest Obligation Rate for CMAQ Program (2001) National Rank in Lowest Obligation Rate for CMAQ Program (2001) National Rank in Lowest Obligation Rate for CMAQ Program (2001) National Rank in Lowest Obligation Rate for CMAQ Program (2001) National Rank in Lowest Percent of Structurally Deficent Bridges on Federal-Aid System (2001) National Rank in Lowest Obligation Rate for CMAQ Program (2001) National Rank in Lowest Percent of Structurally Deficent Bridges on Federal-Aid Spending on Repair per Mile of Road Spending on Road Repair, 1992- National Rank in Loast Average Yearly Spending on Repair per Mile of Road Spending on Road Repair, 1992- National Rank in Loast Average Yearly Spending on Spending on Spending on Spending on Spending on Spending on Road Repair, 1992-	STP Safety Program Apportionments 1992-2001 \$100.3 balance* (millions) \$9.2 Obligation Rate				

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Alaska, 1992-2001

Fatality: 43
Obligation Rate 73%
Average
Yearly Safety \$99,343.8
Spending Per
Traffic
Fatality Ficient Bridges: 21
icient Bridges. 21
Obligation
Rate 47%
Percent of
Structurally 12%
Deficient
Local Bridges
(2001)
Deficient Bridges 169
•
AQ Program: 1
Obligation
Rate 46%
Percent
Change N/A
Pandurar Net in Cond Conditions N/At
Roadway Not in Good Condition: N/A*
Share of
Share of Funds to 46%
Share of
Share of Funds to 46%
Share of Funds to 46%
Share of Funds to Road Repair
Share of Funds to 46%
Share of Funds to Road Repair Percent of Urban & Suburban N/A*
Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in
Share of Funds to Road Repair Percent of Urban & Suburban N/A*
,

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Arizona,1992-2001

		National Rank in	Least Spending	Por Traffic Fatali	itv: 1	
	Funds Available	National Rank III	Least Openaning	i ci iiaiiic i atai	ity. i	
	STP Safety Program Apportionments 1992-2001 (millions)	\$81.8	Unobligated balance* (millions)	\$19.6	Obligation Rate	81%
c Safety	Outcomes Average annual traffic deaths, 2000-2001	1,042	Estimated yearly cost of	\$2,813.4	Average Yearly Safety	\$9,652.7
Traffic	333 233 1 ·	1,012	Traffic Fatalities (millions)	42,010.1	Spending Per Traffic Fatality	40,002
		nal Rank in Lowes	t Percent of Stru	cturally Deficien	t Bridges: 2	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$81.2	Unobligated Balance* (millions)	\$10.0	Obligation Rate	83%
15	Outcomes					
<u>.</u>	Percent Change in		Percent of		Percent of	
Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	0%	Structurally Deficient Bridges on	2%	Structurally Deficient Local Bridges	6%
Bridge (2001		Federal-Aid System (2001)	Otrock wells Defin	(2001)	104
Br			(2001)	Structurally Defic	ient Bridges	194
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 35	
	Funds Available					
	Total CMAQ		Unobligated		Obligation	
	Apportionments, 1992-2001 (millions)	\$204.8	Balance* (millions)	\$18.0	Rate	91%
>	Outcomes					
Quality	Person Days of Unhealthy		Person Days of		Percent	
ne me	Air Quality**, Avg. 1992-	35.8	Unhealthy Air	26.6	Change	-26%
Air G	1993 (millions)		Quality**, Avg. 2000-2001 (millions)			
	National Rank in Least A	verage Yearly Spe	nding on Repair	per Mile of Road	way Not in Goo	d Condition: 44
	Spending	T	1 -	T	1	,
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$109.2	Average Yearly Spending on New Road Capacity (millions)	\$88.3	Share of Funds to Road Repair	40%
S		-	,		•	
ior	Outcomes		1	T	1	
Conditions	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$102,375.7	Percent of Roads Not in Good Condition	28%	Percent of Urban & Suburban Roads Not in	36%
Road	(millions)		(2001)		Good Condition (2001)	

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Arkansas,1992-2001

	T.	National Rank in	Least Spending	Por Traffic Fatali	itv: 8	
	Funds Available	National Rank III	Least Openaning	T CI TIAIIIC I Atai	ity. 0	
	STP Safety Program Apportionments 1992-2001 (millions)	\$66.1	Unobligated balance* (millions)	\$26.7	Obligation Rate	64%
etj	0					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	632	Estimated yearly cost of Traffic Fatalities (millions)	\$1,705.1	Average Yearly Safety Spending Per Traffic Fatality	\$22,292.1
	Nation	al Rank in Lowes		turally Deficient		
	Funds Available				J	
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$348.1	Unobligated Balance* (millions)	\$36.0	Obligation Rate	90%
15	Outcomes					
ior	Percent Change in	1	Percent of	1	Percent of	<u> </u>
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-11%	Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Structurally Deficient Local Bridges (2001)	21%
ria				Structurally Defic	L ient Bridges	1,479
B			(2001)	Chactarany 20110	ioni Briagos	1,110
	Nat	tional Rank in Lov	vest Obligation R	ate for CMAQ Pr	ogram: 7	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$59.2	Unobligated Balance* (millions)	\$19.1	Obligation Rate	67%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	1.3	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	6.8	Percent Change	443%
	National Rank in Least A	verage Yearly Sp		per Mile of Road	dway Not in Goo	od Condition: 5
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$79.5	Average Yearly Spending on New Road Capacity (millions)	\$106.8	Share of Funds to Road Repair	30%
St			,			
Conditions	Outcomes	,	1 =	1	1 =	
lit	Average Yearly Spending on Repair Per Mile of	\$16,642.4	Percent of Roads Not in Good	76%	Percent of Urban & Suburban	88%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in California,1992-2001

		National Bank in	Least Spending F	Dor Troffic Estali	tur 20	
	Funds Available	National Rank in	Least Spending i	er Traffic Fatali	ty: 30	
A	STP Safety Program Apportionments 1992-2001 (millions)	\$431.8	Unobligated balance* (millions)	\$62.8	Obligation Rate	84%
et	Outcomes					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	3,855	Estimated yearly cost of Traffic Fatalities (millions)	\$10,407.2	Average Yearly Safety Spending Per Traffic Fatality	\$63,555.1
	Nation	al Rank in Lowes		turally Deficient		
	Funds Available			<u> </u>		
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$2,067.2	Unobligated Balance* (millions)	\$619.9	Obligation Rate	41%
S						
on	Outcomes	1	Doroont of	<u> </u>	Dorsont of	I
Bridge Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	5%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	11%	Percent of Structurally Deficient Local Bridges (2001)	12%
Bric				Structurally Defic	ient Bridges	2,631
E			(2001)			
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 36	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$2,125.1	Unobligated Balance* (millions)	\$176.7	Obligation Rate	91%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	2,327.2	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	926.7	Percent Change	-60%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 13
	Spending				,	
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$450.1	Average Yearly Spending on New Road Capacity (millions)	\$313.3	Share of Funds to Road Repair	26%
ns	0.4					
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$26,901.2	Percent of Roads Not in Good Condition (2001)	82%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	92%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Colorado, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatalit	tv: 18	
	Funds Available	National Nank in	Least Openaning i	Ci Tramic i atam	iy. 10	
	STP Safety Program Apportionments 1992-2001 (millions)	\$73.1	Unobligated balance* (millions)	\$1.8	Obligation Rate	86%
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	709	Estimated yearly cost of Traffic Fatalities	\$1,913.0	Average Yearly Safety Spending Per Traffic	\$31,992.5
1			(millions)		Fatality	
	Natio	nal Rank in Lowes	st Percent of Stru	cturally Deficien		
	Funds Available			_		
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$226.4	Unobligated Balance* (millions)	\$16.4	Obligation Rate	96%
SI	Outcomes					
ior	Outcomes Percent Change in		Percent of		Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-7%	Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Structurally Deficient Local Bridges (2001)	9%
ria				Structurally Defic	ient Bridges	596
B			(2001)			
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 21	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$114.7	Unobligated Balance* (millions)	\$24.4	Obligation Rate	79%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	12.1	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	4.3	Percent Change	-64%
	National Rank in Least A	verage Yearly Sp		per Mile of Road	dway Not in Goo	od Condition: 6
	Spending					
	Average Yearly Spending on Road Repair, 1992-	\$75.0	Average Yearly Spending on New Road	\$40.0	Share of Funds to Road Repair	42%
	2001 (millions)		Capacity (millions)			
Conditions	Outcomes		Capacity			

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Connecticut, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	ty: 49	
	Funds Available				*	
Α	STP Safety Program Apportionments 1992-2001 (millions)	\$80.0	Unobligated balance* (millions)	\$3.7	Obligation Rate	78%
fet	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	327	Estimated yearly cost of Traffic Fatalities (millions)	\$881.6	Average Yearly Safety Spending Per Traffic Fatality	\$204,182.0
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 10	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$681.0	Unobligated Balance* (millions)	\$123.5	Obligation Rate	84%
S						
ior	Outcomes Percent Change in	T	Percent of	T	Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Structurally Deficient Local Bridges (2001)	16%
ric				Structurally Defic	ient Bridaes	362
В			(2001)	-	_	
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 40	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$293.0	Unobligated Balance* (millions)	\$4.8	Obligation Rate	98%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	23.8	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	18.3	Percent Change	-23%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 25
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$61.8	Average Yearly Spending on New Road Capacity (millions)	\$52.7	Share of Funds to Road Repair	22%
St					-	
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$40,815.1	Percent of Roads Not in Good Condition (2001)	79%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	81%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Delaware, 1992-2001

	T.	National Rank in	Least Spending F	Oor Traffic Fatalit	tv: 41	
	Funds Available	National Rank III	Least Openaning i	Ci Tramic i atam	iy. T 1	
	STP Safety Program Apportionments 1992-2001	\$27.9	Unobligated balance*	\$1.9	Obligation Rate	93%
ty.	(millions)		(millions)			
lfe	Outcomes					
fic Safety	Average annual traffic deaths, 2000-2001	130	Estimated yearly cost of	\$349.7	Average Yearly Safety	\$92,076.4
Traffic			Traffic Fatalities (millions)		Spending Per Traffic Fatality	
	Natio	nal Rank in Lowes	1 1	cturally Deficien		
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$93.9	Unobligated Balance* (millions)	\$33.7	Obligation Rate	66%
S			. ,			
00	Outcomes	T	D (T	D	
Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to	-5%	Percent of Structurally Deficient	4%	Percent of Structurally Deficient	8%
Bridge C	2001		Bridges on Federal-Aid System (2001)		Local Bridges (2001)	
Bri			(2001)	Structurally Defic		47
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 28	
	Funds Available	1	1	T	1	
	Total CMAQ	\$58.2	Unobligated Balance*	\$10.9	Obligation Rate	81%
	Apportionments, 1992-2001 (millions)	φυσ.2	(millions)	φ10.9	Rate	0170
_	Outcomes					
Quality	Person Days of Unhealthy		Person Days of		Percent	
Suc	Air Quality**, Avg. 1992-	9.4	Unhealthy Air	9.3	Change	-1%
Air G	1993 (millions)		Quality**, Avg. 2000-2001 (millions)			
	National Rank in Least A	verage Yearly Spe	ending on Repair	per Mile of Road	way Not in Goo	d Condition: 42
	Spending					
	Sponaning					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$23.4	Average Yearly Spending on New Road Capacity	\$22.2	Share of Funds to Road Repair	33%
	Average Yearly Spending on Road Repair, 1992-	\$23.4	Spending on	\$22.2	Funds to	33%
Su	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$23.4	Spending on New Road Capacity	\$22.2	Funds to	33%
tions	Average Yearly Spending on Road Repair, 1992-2001 (millions) Outcomes	\$23.4	Spending on New Road Capacity (millions)	\$22.2	Funds to Road Repair	33%
ditions	Average Yearly Spending on Road Repair, 1992-2001 (millions) Outcomes Average Yearly Spending		Spending on New Road Capacity (millions) Percent of		Funds to Road Repair	
onditions	Average Yearly Spending on Road Repair, 1992-2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of	\$23.4 \$84,612.2	Spending on New Road Capacity (millions)	\$22.2 55%	Funds to Road Repair	33% 57%
Road Conditions	Average Yearly Spending on Road Repair, 1992-2001 (millions) Outcomes Average Yearly Spending		Spending on New Road Capacity (millions) Percent of Roads Not in		Funds to Road Repair Percent of Urban &	

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Florida, 1992-2001

		National Rank in	Least Spending	Per Traffic Fatal	ity: 7	
	Funds Available					
Λ	STP Safety Program Apportionments 1992-2001 (millions)	\$256.6	Unobligated balance* (millions)	\$25.2	Obligation Rate	93%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	3,005	Estimated yearly cost of Traffic Fatalities (millions)	\$8,113.5	Average Yearly Safety Spending Per Traffic Fatality	\$22,096.2
		nal Rank in Lowes	st Percent of Stru	cturally Deficien	t Bridges: 1	
	Funds Available		1	T		T
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$580.5	Unobligated Balance* (millions)	\$10.2	Obligation Rate	97%
ns	Outcomes					
Bridge Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-1%	Percent of Structurally Deficient Bridges on	1%	Percent of Structurally Deficient Local Bridges	6%
ridge			Federal-Aid System (2001)	Structurally Defic	(2001)	300
B			(2001)	Otractarany Deno	icht Bridges	300
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 19	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$351.3	Unobligated Balance* (millions)	\$88.0	Obligation Rate	75%
/	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	25.3	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	21.9	Percent Change	-13%
	National Rank in Least A	verage Yearly Spe	ending on Repair	per Mile of Road	way Not in Goo	d Condition: 45
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$220.4	Average Yearly Spending on New Road Capacity (millions)	\$262.3	Share of Funds to Road Repair	31%
Su						
tio	Outcomes	<u> </u>	Porcent of		Porcont of	
Road Conditions	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$104,507.5	Percent of Roads Not in Good Condition (2001)	19%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	28%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Georgia, 1992-2001

	I	National Rank in	Least Spending I	Por Traffic Fatalit	hv: 31	
	Funds Available	National Name III	Least Openaning i	Ci Italiic i atali	.y. 01	
	STP Safety Program Apportionments 1992-2001 (millions)	\$170.8	Unobligated balance* (millions)	\$40.3	Obligation Rate	82%
Safety	Outcomes					
Traffic Sa	Average annual traffic deaths, 2000-2001	1,578	Estimated yearly cost of Traffic Fatalities (millions)	\$4,260.6	Average Yearly Safety Spending Per Traffic Fatality	\$63,583.9
		al Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 18	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$543.2	Unobligated Balance* (millions)	\$159.9	Obligation Rate	76%
SL	Outcomes					
io	Percent Change in		Percent of		Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Structurally Deficient Bridges on Federal-Aid System (2001)	5%	Structurally Deficient Local Bridges (2001)	19%
rid				Structurally Defic	l ient Bridaes	1,578
В			(2001)	5 a 5 y 2 5	=gee	.,0.0
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 39	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$222.3	Unobligated Balance* (millions)	\$11.4	Obligation Rate	95%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	89.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	70.9	Percent Change	-21%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	wav Not in Goo	d Condition: 48
	Spending	, ,	J		,	
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$102.5	Average Yearly Spending on New Road Capacity (millions)	\$255.1	Share of Funds to Road Repair	18%
JS						
Conditions	Outcomes	1		ı	T =	
	Average Yearly Spending		Percent of	3%	Percent of Urban &	10%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Hawaii,1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	ty: 46	
	Funds Available		, ,		•	
λ	STP Safety Program Apportionments 1992-2001 (millions)	\$50.3	Unobligated balance* (millions)	\$2.3	Obligation Rate	85%
fet	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	136	Estimated yearly cost of Traffic Fatalities (millions)	\$367.2	Average Yearly Safety Spending Per Traffic Fatality	\$136,420.9
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 40	
	Funds Available			T		T
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$185.0	Unobligated Balance* (millions)	\$47.8	Obligation Rate	73%
ns	Outcomes					
Bridge Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	3%	Percent of Structurally Deficient Bridges on Federal-Aid	16%	Percent of Structurally Deficient Local Bridges (2001)	25%
rid			System (2001)	l Structurally Defic	ient Bridges	193
B			(2001)	Otractarany Deno	icht bhages	133
		onal Rank in Low	est Obligation Ra	te for CMAQ Pro	gram: N/A	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$59.1	Unobligated Balance* (millions)	\$20.7	Obligation Rate	65%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	N/A	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	N/A	Percent Change	N/A
	National Rank in Least A	verage Yearly Spe	ending on Repair	per Mile of Road	lway Not in Goo	d Condition: 36
	Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$33.6	Average Yearly Spending on New Road Capacity (millions)	\$33.3	Share of Funds to Road Repair	25%
Su						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$57,830.5	Percent of Roads Not in Good Condition (2001)	90%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	89%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Idaho,1992-2001

Funds Available STP Safety Program Apportionments 1992-2001 \$43.1 Unobligated balance* \$9.4 Obligation Rate 66% (millions) Outcomes Average annual traffic deaths, 2000-2001 268 Yearly Cost of Traffic Fatalities (millions) National Rank in Lowest Percent of Structurally Deficient Bridges: 9 Funds Available Apportionments for Bridge Repair, 1992-2001 (millions) STP Safety Program Average Average Average Average Yearly Safety Spending Per Fatalities (millions) National Rank in Lowest Percent of Structurally Deficient Bridges: 9 Funds Available Apportionments for Bridge Repair, 1992-2001 (millions) STP Safety Program Average Yearly Safety Safety Safety Spending Per Fatalities (millions) Number of Structurally Deficient Bridges (2001) Bridges on Federal-Aid System (2001) Total Number of Structurally Deficient Bridges (2001) System (2001) Total Number of Structurally Deficient Bridges (2001) Apportionments, Sac.1 Unobligated Balance* \$24.6 Rate 50% Funds Available Total CMAQ Apportionments, Sac.1 Balance* \$24.6 Rate 50% Outcomes Person Days of Unhealthy Apri Quality**, Avg. 1992-1993 (millions) National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending on Road Repair, 1992-2001 (millions) National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending on Road Repair, 1992-2001 (millions) New Road Average Yearly Spending on Road Repair, 1992-2001 (millions) New Road Outcomes Person Days of Unhealthy Ferson Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending on Road Repair, 1992-2001 (millions) New Road Outcomes Person Days of Unhealthy Ferson Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending on Road Repair, 1992-2001 (millions)
STP Safety Program Apportionments 1992-2001 sta.1. Unobligated balance* (millions) Outcomes Average annual traffic deaths, 2000-2001 268 Estimated yearly cost of Traffic Fatalities Patalities Fatalities Repair, 1992-2001 (millions) National Rank in Lowest Percent of Structurally Deficient Bridges: 9 Funds Available Apportionments for Bridge Repair, 1992-2001 (millions) Percent Change in Number of Structurally Deficient Bridges on Federal-Aid System (2001) Total Number of Structurally Deficient Bridges (2001) Total Number of Structurally Bridges (2001) Total Number of Structurally Bridges (2001) Tota
Apportionments 1992-2001 \$43.1 balance* (millions) \$9.4 Rate 66% (millions) Outcomes Search Se
Continued Cont
Outcomes Average annual traffic deaths, 2000-2001 Polymer Part
National Rank in Lowest Percent of Structurally Deficient Bridges: 9
National Rank in Lowest Percent of Structurally Deficient Bridges: 9
National Rank in Lowest Percent of Structurally Deficient Bridges: 9
National Rank in Lowest Percent of Structurally Deficient Bridges: 9
National Rank in Lowest Percent of Structurally Deficient Bridges: 9
National Rank in Lowest Percent of Structurally Deficient Bridges: 9
National Rank in Lowest Percent of Structurally Deficient Bridges: 9
Funds Available Apportionments for Bridge Repair, 1992-2001 (millions) Section 1992-2001 Apportionments for Bridge Repair, 1992-2001 (millions) Section 2001 Section 2001 Section 2001 Section 2001 Apportionments for Bridge Repair, 1992-2001 (millions) Section 2001 Section 3001 Section 3001 Section 3001 Total Number of Structurally Deficient Bridges (2001) Apportionments, Sec. 1 Sec. 1 Unobligated Balance* (and 1992-2001 (millions) Sec. 1 S
Repair, 1992-2001 (millions) \$88.4 Balance* (millions) \$20.5 Rate 79% (millions) \$79% \$88.4 Balance* (millions) \$20.5 Rate 79% \$79% \$79% \$79% \$79% \$79% \$79% \$79%
Repair, 1992-2001 (millions) \$88.4 Balance* (millions) \$20.5 Rate 79% (millions) \$79% \$88.4 Balance* (millions) \$20.5 Rate 79% \$88.4 Rate 79% (millions) \$88.4 Balance* (millions) \$20.5 Rate 79% \$88.4 Rate 79% \$88.4 Rate 79% \$88.4 Balance* (millions) \$80.5 Rate 79% \$88.4 Rate
(millions) (mi
Outcomes Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001 National Rank in Lowest Obligation Rate for CMAQ Program: N/A Percent G Structurally Deficient Bridges (2001) Total Number of Structurally Deficient Bridges (2001) Total Number of Structurally Deficient Bridges (2001) National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A N/A N/A Person Days of Unhealthy Air Quality**, Avg. 1993 (millions) N/A NATIONAL Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on New Road Capacity (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) New Road Capacity (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) New Road Capacity (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair Spending on Road Repair (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair Spending on Road Repair (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) New Road Capacity (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) New Road Capacity (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) New Road Capacity (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) New Road Capacity (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair Spending on Road Repair (millions)
National Rank in Lowest Obligation Rate for CMAQ Program: N/A Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Second Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) N/A National Rank in Least Average Yearly Spending on Road Repair, 1992- 2001 (millions) New Road Capacity (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992- 2001 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992- 2001 (millions) New Road Capacity (millions)
Total CMAQ Apportionments, 1992-2001 (millions) Secondary
Apportionments, 1992-2001 (millions) Second Seco
Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) National Rank in Least Average Yearly Spending on Road Repair, 1992-2001 (millions) New Road Capacity (millions) (millions) Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A Percent Change N/A N/A Percent Change N/A Spending Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Share of Funds to Road Repair Capacity (millions)
Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) N/A Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) N/A Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3i Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on New Road Capacity (millions) Share of Funds to Road Repair 49% Road Repair
Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) N/A N/A Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on New Road Capacity (millions) Percent Change N/A N/A Percent Change N/A Share of Funds to Road Repair 49%
Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions) N/A N/A Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Average Yearly Spending on Road Repair, 1992-2001 (millions) Share of Funds to Road Repair Road Road Repair Road Repair Road Repair Road Road Road Road Road Road Road Road
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on New Road Capacity (millions) Spending on New Road Capacity (millions)
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on New Road Capacity (millions) Spending on New Road Capacity (millions)
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3 Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) \$60.0 Average Yearly Spending on New Road Capacity (millions) \$2000-2001 (millions) Average Yearly Spending on New Road Capacity (millions)
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 38 Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Spending on New Road Capacity (millions)
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 38 Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Spending on New Road Capacity (millions)
Average Yearly Spending on Road Repair, 1992- \$60.0 Spending on New Road Capacity (millions) Share of Funds to Road Repair
Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Spending on New Road Capacity (millions) Share of Funds to Road Repair
on Road Repair, 1992- 2001 (millions) \$60.0 Spending on New Road Capacity (millions) \$29.7 Funds to Road Repair
2001 (millions) New Road Capacity (millions) Road Repair
Capacity (millions)
(millions)
Outcomes
Average Yearly Spending Percent of Percent of
Average reality operating
on Repair Per Mile of \$46,148.9 Roads Not in 34% Urban & 62%
Roadway Not in Good Good Suburban
Condition, 1992-2001 Condition Roads Not in
Condition, 1992-2001 Condition (2001) Roads Not in Good

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Illinois,1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	tv: 42	
	Funds Available		<u> </u>		- 4	
>	STP Safety Program Apportionments 1992-2001 (millions)	\$195.0	Unobligated balance* (millions)	\$10.2	Obligation Rate	103%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	1,416	Estimated yearly cost of Traffic Fatalities (millions)	\$3,823.2	Average Yearly Safety Spending Per Traffic Fatality	\$92,787.3
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 17	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$1,000.6	Unobligated Balance* (millions)	\$193.7	Obligation Rate	81%
St	Outoomoo					
jor	Outcomes Percent Change in		Percent of	1	Percent of	T
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-7%	Structurally Deficient Bridges on Federal-Aid System (2001)	9%	Structurally Deficient Local Bridges (2001)	12%
ric		<u> </u>		Structurally Defic	ient Bridaes	2,725
В			(2001)	, ,	3 - 1	, -
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 27	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$580.2	Unobligated Balance* (millions)	\$109.3	Obligation Rate	81%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	33.8	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	71.3	Percent Change	111%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 23
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$270.3	Average Yearly Spending on New Road Capacity (millions)	\$83.6	Share of Funds to Road Repair	41%
SL						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$38,917.1	Percent of Roads Not in Good Condition (2001)	56%	Percent of Urban & Suburban Roads Not in Good Condition	67%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Indiana, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	tv: 44	
	Funds Available	National Name in	Least openanty i	Ci Traffic I atan	ty. TT	
A	STP Safety Program Apportionments 1992-2001 (millions)	\$127.6	Unobligated balance* (millions)	\$28.4	Obligation Rate	82%
et	Outcomes					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	898	Estimated yearly cost of Traffic Fatalities (millions)	\$2,423.3	Average Yearly Safety Spending Per Traffic Fatality	\$107,592.8
		ial Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 24	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$387.7	Unobligated Balance* (millions)	\$64.7	Obligation Rate	84%
15	Outcomes					
ioi	Percent Change in		Percent of		Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-8%	Structurally Deficient Bridges on Federal-Aid	5%	Structurally Deficient Local Bridges (2001)	18%
rid			System (2001)	l Structurally Defic	ient Bridges	2,257
BI			(2001)	Structurally Delic	ient bridges	2,237
	Nat	ional Rank in Low		ate for CMAQ Pro	ogram: 18	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$132.0	Unobligated Balance* (millions)	\$34.3	Obligation Rate	74%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	15.8	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	16.7	Percent Change	6%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 40
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$156.8	Average Yearly Spending on New Road Capacity (millions)	\$75.1	Share of Funds to Road Repair	38%
JS			,			
ioi	Outcomes	T	Dorocat of	T	Dorcont of	T
Road Conditions	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$66,354.3	Percent of Roads Not in Good Condition (2001)	37%	Percent of Urban & Suburban Roads Not in Good Condition	59%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Iowa,1992-2001

		National Rank in	Least Spending	Por Traffic Fatal	itv: 3	
	Funds Available	Hadoliai Kalik III	- Loude Opending	. or frameratal	 . •	
	STP Safety Program Apportionments 1992-2001 (millions)	\$72.5	Unobligated balance* (millions)	\$16.9	Obligation Rate	78%
ic Safety	Outcomes Average annual traffic deaths, 2000-2001	446	Estimated yearly cost of	\$1,204.2	Average Yearly Safety	\$18,997.3
Traffic			Traffic Fatalities (millions)		Spending Per Traffic Fatality	
	Funds Available	al Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 44	
		1	T	T	Tour e	1
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$431.9	Unobligated Balance* (millions)	\$140.9	Obligation Rate	55%
J.S	Outcomes					
<u>.</u>	Percent Change in		Percent of		Percent of	
Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	1%	Structurally Deficient Bridges on	10%	Structurally Deficient Local Bridges	25%
Bridge			Federal-Aid System (2001)		(2001)	
Br			(2001)	Structurally Defic		5,036
		onal Rank in Lowe	est Obligation Ra	te for CMAQ Pro	gram: N/A	
	Funds Available	T	111 112 (1	T	10111111	T
	Total CMAQ Apportionments, 1992-2001 (millions)	\$55.9	Unobligated Balance* (millions)	\$8.1	Obligation Rate	85%
	Outcomes					
Quality	Person Days of Unhealthy Air Quality**, Avg. 1992-	0.0	Person Days of Unhealthy Air	0.1	Percent Change	110%
Air G	1993 (millions)		Quality**, Avg. 2000-2001 (millions)			
	National Rank in Least Av	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 15
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$137.2	Average Yearly Spending on New Road Capacity (millions)	\$38.8	Share of Funds to Road Repair	56%
Su						
<u>.</u>	Outcomes	T		T	15	T
d Conditions	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$28,949.8	Percent of Roads Not in Good Condition	53%	Percent of Urban & Suburban Roads Not in	72%
Road	(millions)		(2001)		Good Condition (2001)	

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Kansas, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	tv: 23	
	Funds Available		, ,		•	
_	STP Safety Program Apportionments 1992-2001 (millions)	\$68.4	Unobligated balance* (millions)	\$8.0	Obligation Rate	88%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	478	Estimated yearly cost of Traffic Fatalities (millions)	\$1,289.3	Average Yearly Safety Spending Per Traffic Fatality	\$40,983.8
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 27	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$438.7	Unobligated Balance* (millions)	\$64.9	Obligation Rate	77%
SI	Outoomoo					
ior	Outcomes Percent Change in	T	Percent of		Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-8%	Structurally Deficient Bridges on Federal-Aid System (2001)	5%	Structurally Deficient Local Bridges (2001)	20%
ric				Structurally Defic	ient Bridaes	3,465
В			(2001)	,	3.5	
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 31	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$55.3	Unobligated Balance* (millions)	\$9.0	Obligation Rate	83%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	1.6	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	5.0	Percent Change	216%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 34
	Spending				_	
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$109.5	Average Yearly Spending on New Road Capacity (millions)	\$22.9	Share of Funds to Road Repair	55%
35						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$51,488.9	Percent of Roads Not in Good Condition (2001)	24%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	66%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Kentucky,1992-2001

	T.	National Rank in	Least Spending	Por Traffic Fatali	itv: 4	
	Funds Available	Hational Rank III	Least Openaning	i ci iiaiiic i atai	ity. T	
	STP Safety Program Apportionments 1992-2001 (millions)	\$84.4	Unobligated balance* (millions)	\$28.2	Obligation Rate	73%
etj	Outcomes					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	833	Estimated yearly cost of Traffic Fatalities (millions)	\$2,247.8	Average Yearly Safety Spending Per Traffic Fatality	\$19,250.9
		nal Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 12	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$393.0	Unobligated Balance* (millions)	\$71.5	Obligation Rate	84%
JS	Outcomes					
Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to	-5%	Percent of Structurally Deficient	4%	Percent of Structurally Deficient	12%
Bridge Co	2001		Bridges on Federal-Aid System (2001)		Local Bridges (2001)	
Bri			(2001)	Structurally Defic		1,189
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 33	
	Funds Available	T	T., ., .	1	T a	I
	Total CMAQ Apportionments, 1992-2001 (millions)	\$89.6	Unobligated Balance* (millions)	\$9.7	Obligation Rate	89%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	10.7	Person Days of Unhealthy Air Quality**, Avg. 2000-2001	9.9	Percent Change	-7%
4			(millions)			
	National Rank in Least A	verage Yearly Spe	ending on Repair	per Mile of Road	way Not in Goo	d Condition: 19
	Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$76.0	Average Yearly Spending on New Road Capacity (millions)	\$134.9	Share of Funds to Road Repair	26%
SU						
Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	\$34,047.6	Percent of Roads Not in Good	43%	Percent of Urban & Suburban	53%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Louisiana, 1992-2001

		National Rank in	Least Spending I	Per Traffic Fatali	tv: 15	
	Funds Available	National Rank III	Least Openaning i	Ci Tiallic I atali	ty. 10	
	STP Safety Program Apportionments 1992-2001 (millions)	\$75.3	Unobligated balance* (millions)	\$22.9	Obligation Rate	73%
Safety	Outcomes Average annual traffic	040	Estimated	#0.554.0	Average	004 045 4
Traffic	deaths, 2000-2001	946	yearly cost of Traffic Fatalities (millions)	\$2,554.2	Yearly Safety Spending Per Traffic	\$31,015.1
	Nation	lal Rank in Lowes		turally Deficient	Fatality	
	Funds Available	iai Railk III Lowes	t i ercent or otruc	curally Delicient	Diluges. 41	
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$686.5	Unobligated Balance* (millions)	\$140.7	Obligation Rate	82%
S						
on	Outcomes	T	Doroont of	1	Darsart of	
• Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-7%	Percent of Structurally Deficient Bridges on Federal-Aid	9%	Percent of Structurally Deficient Local Bridges (2001)	27%
dge			System (2001)		(2001)	
Bridge			Total Number of (2001)	Structurally Defic		2,425
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 16	
	Funds Available	T	T., ., .	T	10111 11	Т
	Total CMAQ Apportionments, 1992-2001 (millions)	\$58.5	Unobligated Balance* (millions)	\$15.4	Obligation Rate	73%
	Outcomes					
Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	10.2	Person Days of Unhealthy Air Quality**, Avg.	24.3	Percent Change	139%
Air			2000-2001 (millions)			
	National Rank in Least A	verage Yearly Spe	ending on Repair	per Mile of Road	way Not in Goo	d Condition: 31
	Spending	T		T		Т
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$128.7	Average Yearly Spending on New Road Capacity (millions)	\$48.8	Share of Funds to Road Repair	47%
JS						
io	Outcomes	T	D f	1	Demonstrat	T
d Conditions	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$46,584.0	Percent of Roads Not in Good Condition	61%	Percent of Urban & Suburban Roads Not in	76%
Road	(millions)		(2001)		Good Condition (2001)	

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Maine, 1992-2001

		National Rank in	Least Spending I	Per Traffic Fatali	tv: 39	
	Funds Available				- ,	
_	STP Safety Program Apportionments 1992-2001 (millions)	\$29.3	Unobligated balance* (millions)	\$8.5	Obligation Rate	62%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	181	Estimated yearly cost of Traffic Fatalities (millions)	\$487.4	Average Yearly Safety Spending Per Traffic Fatality	\$87,504.3
	Nation	al Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 34	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$188.0	Unobligated Balance* (millions)	\$28.6	Obligation Rate	77%
SI	Outoomoo					
ior	Outcomes Percent Change in		Percent of	1	Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-1%	Structurally Deficient Bridges on Federal-Aid System (2001)	10%	Structurally Deficient Local Bridges (2001)	21%
ric		l		Structurally Defic	ient Bridaes	354
В			(2001)	,	3.5	
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 24	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$58.4	Unobligated Balance* (millions)	\$11.8	Obligation Rate	79%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	N/A	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	N/A	Percent Change	N/A
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 29
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$44.6	Average Yearly Spending on New Road Capacity (millions)	\$8.9	Share of Funds to Road Repair	44%
SL						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$45,915.4	Percent of Roads Not in Good Condition (2001)	41%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	56%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Maryland,1992-2001

	T.	National Rank in	Least Spending F	Por Traffic Fatalit	hv: 34	
	Funds Available	National Name in	Least Openaning i	Ci Trame i atam	.y. 07	
	STP Safety Program Apportionments 1992-2001 (millions)	\$73.3	Unobligated balance* (millions)	\$36.9	Obligation Rate	47%
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	624	Estimated yearly cost of Traffic	\$1,684.8	Average Yearly Safety Spending Per	\$68,117.5
Tre			Fatalities (millions)		Traffic Fatality	
		nal Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 11	
	Funds Available	1	1	T	1	
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$450.1	Unobligated Balance* (millions)	\$75.7	Obligation Rate	58%
SL	Outcomes					
ioi	Percent Change in		Percent of		Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-2%	Structurally Deficient Bridges on Federal-Aid	6%	Structurally Deficient Local Bridges (2001)	12%
ig			System (2001)	Structurally Defic	iont Dridges	436
Bı			(2001)	Structurally Delic	ient bridges	430
	Nat	ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 11	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$358.2	Unobligated Balance* (millions)	\$102.7	Obligation Rate	71%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	149.6	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	90.2	Percent Change	-40%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 38
	Spending		J		,	
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$87.5	Average Yearly Spending on New Road	\$89.2	Share of Funds to Road Repair	25%
	2001 (1111110113)		Capacity (millions)			
Conditions	Outcomes					

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Massachusetts, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	ty: 16	
	Funds Available					
Y.	STP Safety Program Apportionments 1992-2001 (millions)	\$81.6	Unobligated balance* (millions)	\$74.7	Obligation Rate	26%
fet	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	455	Estimated yearly cost of Traffic Fatalities (millions)	\$1,228.5	Average Yearly Safety Spending Per Traffic Fatality	\$31,278.5
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 30	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$1,157.1	Unobligated Balance* (millions)	\$140.5	Obligation Rate	65%
S	Outoomo					
ioi	Outcomes Percent Change in	<u> </u>	Percent of	<u> </u>	Percent of	1
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Structurally Deficient Bridges on Federal-Aid System (2001)	13%	Structurally Deficient Local Bridges (2001)	17%
ric				Structurally Defic	ient Bridges	696
В			(2001)	-	_	
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 22	
	Funds Available		1	T		1
	Total CMAQ Apportionments, 1992-2001 (millions)	\$381.0	Unobligated Balance* (millions)	\$89.1	Obligation Rate	79%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	32.6	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	31.6	Percent Change	-3%
	National Rank in Least A	verage Yearly Sp		per Mile of Road	dway Not in Goo	od Condition: 9
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$57.6	Average Yearly Spending on New Road Capacity (millions)	\$86.3	Share of Funds to Road Repair	12%
75					-	
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$19,992.0	Percent of Roads Not in Good Condition (2001)	87%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	87%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Michigan, 1992-2001

		National Bank in	Least Spending F	Dor Troffic Estali	tur. 26	
	Funds Available	National Rank in	Least Spending r	er Traffic Fataii	ty. so	
A	STP Safety Program Apportionments 1992-2001 (millions)	\$148.0	Unobligated balance* (millions)	\$57.6	Obligation Rate	69%
et	Outcomes					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	1,355	Estimated yearly cost of Traffic Fatalities (millions)	\$3,658.5	Average Yearly Safety Spending Per Traffic Fatality	\$77,523.2
	Nation	al Rank in Lowes		turally Deficient		
	Funds Available			•		
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$841.9	Unobligated Balance* (millions)	\$211.0	Obligation Rate	75%
S						
on	Outcomes	1	Doroont of	<u> </u>	Doroomt of	1
Bridge Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-5%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	17%	Percent of Structurally Deficient Local Bridges (2001)	22%
ric				Structurally Defic	ient Bridges	2,012
E			(2001)	_		
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 25	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$304.4	Unobligated Balance* (millions)	\$59.6	Obligation Rate	80%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	32.6	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	50.0	Percent Change	53%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 18
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$215.4	Average Yearly Spending on New Road Capacity (millions)	\$114.9	Share of Funds to Road Repair	40%
ns						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$31,942.7	Percent of Roads Not in Good Condition (2001)	65%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	90%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Minnesota, 1992-2001

	l .	National Pank in	Least Spending	Por Traffic Fatal	itv: 5	
	Funds Available	National Nank in	Least openanty	T CI TIAIIIC I ALAI	ity. O	
	STP Safety Program Apportionments 1992-2001 (millions)	N/A	Unobligated balance* (millions)	\$16.6	Obligation Rate	N/A
et	Outcomes					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	597	Estimated yearly cost of Traffic Fatalities (millions)	\$1,610.6	Average Yearly Safety Spending Per Traffic Fatality	\$19,422.9
		ial Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 15	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$260.1	Unobligated Balance* (millions)	\$67.5	Obligation Rate	88%
15	Outcomes					
ior	Percent Change in	1	Percent of	1	Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Structurally Deficient Bridges on Federal-Aid System (2001)	7%	Structurally Deficient Local Bridges (2001)	12%
ria				Structurally Defic	ient Bridges	1,221
B			(2001)	Chactarany Bone	ion Bridges	.,
	Nat	ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 10	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$103.0	Unobligated Balance* (millions)	\$30.1	Obligation Rate	71%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	1.3	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	2.9	Percent Change	130%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 32
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$160.7	Average Yearly Spending on New Road Capacity (millions)	\$23.7	Share of Funds to Road Repair	53%
SU						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$46,675.6	Percent of Roads Not in Good Condition (2001)	29%	Percent of Urban & Suburban Roads Not in Good Condition	45%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Mississippi,1992-2001

		National Rank in	Least Spending	Por Traffic Fatali	ity: 2	
	Funds Available	National Nank in	Least Openaning	i ci iiaiiic i atai	ty. Z	
	STP Safety Program		Unobligated		Obligation	
	Apportionments 1992-2001	\$63.7	balance*	\$1.2	Rate	100%
	(millions)		(millions)			
t	,	l .	,	l .	l .	
Safety	Outcomes					
Sa	Average annual traffic		Estimated		Average	
.C	deaths, 2000-2001	867	yearly cost of	\$2,339.6	Yearly Safety	\$16,287.7
ıff			Traffic		Spending Per	
Traffic			Fatalities		Traffic	
1			(millions)		Fatality	
	Funds Available	al Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 45	
		T	I	T	0.1. (.	
	Apportionments for Bridge	#407.0	Unobligated	070.4	Obligation	050/
	Repair, 1992-2001	\$427.2	Balance*	\$70.4	Rate	85%
	(millions)		(millions)			
Conditions	Outcomes					
tio	Percent Change in		Percent of		Percent of	
dii	Number of Structurally	-11%	Structurally	12%	Structurally	31%
uc	Deficient Bridges, 1992 to		Deficient		Deficient	
ŏ	2001		Bridges on		Local Bridges	
Je			Federal-Aid		(2001)	
g _p			System (2001)			
Bridge				Structurally Defic	ient Bridges	3,694
7			(2001)			
	Funds Available	onal Rank in Low	est Obligation Ra	te for CMAQ Pro	gram: N/A	
	Total CMAQ		Unobligated		Obligation	
	Apportionments,	\$57.1	Balance*	\$7.6	Rate	86%
	1992-2001 (millions)	ΨΟΥ.Ι	(millions)	Ψ1.0	rate	0070
	,		(··············)	L	l	
>	0.,400,000					
	Outcomes					
, je	Person Days of Unhealthy		Person Days of		Percent	
uali	Person Days of Unhealthy Air Quality**, Avg. 1992-	1.1	Unhealthy Air	2.0	Percent Change	88%
. Quality	Person Days of Unhealthy	1.1	Unhealthy Air Quality**, Avg.	2.0		88%
	Person Days of Unhealthy Air Quality**, Avg. 1992-	1.1	Unhealthy Air Quality**, Avg. 2000-2001	2.0		88%
Air Quali	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)		Unhealthy Air Quality**, Avg. 2000-2001 (millions)		Change	
_	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)		Unhealthy Air Quality**, Avg. 2000-2001 (millions)		Change	
	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending		Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair		Change	
	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending	verage Yearly Sp	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly	per Mile of Road	Change way Not in Goo Share of	od Condition: 2
	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-		Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on		Change way Not in Goo Share of Funds to	
	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending	verage Yearly Sp	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road	per Mile of Road	Change way Not in Goo Share of	od Condition: 2
	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-	verage Yearly Sp	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity	per Mile of Road	Change way Not in Goo Share of Funds to	od Condition: 2
Air	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-	verage Yearly Sp	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road	per Mile of Road	Change way Not in Goo Share of Funds to	od Condition: 2
Air	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions)	verage Yearly Sp	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity	per Mile of Road	Change way Not in Goo Share of Funds to	od Condition: 2
Air	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes	verage Yearly Sp	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity (millions)	per Mile of Road	Change Share of Funds to Road Repair	od Condition: 2
Air	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending	verage Yearly Sp \$64.5	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity (millions) Percent of	per Mile of Road \$81.7	Change Share of Funds to Road Repair	28%
Air	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of	verage Yearly Sp	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in	per Mile of Road	Change Share of Funds to Road Repair Percent of Urban &	od Condition: 2
Conditions	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	verage Yearly Sp \$64.5	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	per Mile of Road \$81.7	Change Share of Funds to Road Repair Percent of Urban & Suburban	28%
Conditions	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	verage Yearly Sp \$64.5	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good Condition	per Mile of Road \$81.7	Change Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in	28%
Air	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	verage Yearly Sp \$64.5	Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	per Mile of Road \$81.7	Change Share of Funds to Road Repair Percent of Urban & Suburban	28%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Missouri,1992-2001

		National Bank in	Least Spending F	Dor Troffic Estali	he: 40	
	Funds Available	National Rank III	Least Spending r	rei Traffic Fatali	ty. 19	
A	STP Safety Program Apportionments 1992-2001 (millions)	\$105.4	Unobligated balance* (millions)	\$34.6	Obligation Rate	72%
et	Outcomes					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	1,128	Estimated yearly cost of Traffic Fatalities (millions)	\$3,044.3	Average Yearly Safety Spending Per Traffic Fatality	\$33,281.2
	Nation	al Rank in Lowes		turally Deficient		
	Funds Available	iai Raine III 20000	tr ordent or otrac	carally Bollololl	Dilagoo. 40	
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$960.8	Unobligated Balance* (millions)	\$209.1	Obligation Rate	70%
S						
Bridge Conditions	Outcomes Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-14%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	17%	Percent of Structurally Deficient Local Bridges (2001)	32%
Bric			Total Number of (2001)	Structurally Defic	•	6,083
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 30	
	Funds Available	T	T., ., .	T	T 01 11 11	T
	Total CMAQ Apportionments, 1992-2001 (millions)	\$138.2	Unobligated Balance* (millions)	\$24.1	Obligation Rate	82%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	25.6	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	37.0	Percent Change	45%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 10
	Spending				_	
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$155.0	Average Yearly Spending on New Road Capacity (millions)	\$109.6	Share of Funds to Road Repair	36%
ns	Outoomoo					_
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$20,217.8	Percent of Roads Not in Good Condition (2001)	88%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	92%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Montana, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	tv: 35	
	Funds Available	Hadolal Kalik III	Loudt Openaning r	or trainer atail	.,, 00	
	STP Safety Program		Unobligated		Obligation	
	Apportionments 1992-2001	\$50.9	balance*	\$4.6	Rate	82%
	(millions)	Ψ00.0	(millions)	Ψ4.0	, tato	02/0
>	(minoris)	<u> </u>	(ITIIIIOTIS)			
Safety	Outcomes					
ai	Average annual traffic		Estimated		Average	
()	deaths, 2000-2001	234	yearly cost of	\$630.5	Yearly Safety	\$74,357.4
fic	deaths, 2000-2001	204	Traffic	φ030.3	Spending Per	φ14,551.4
Traffic			Fatalities		Traffic	
1			(millions)		Fatality	
	Nation	nal Rank in Lowes		turally Deficient		
	Funds Available					
	Apportionments for Bridge		Unobligated		Obligation	
	Repair, 1992-2001	\$137.5	Balance*	\$4.9	Rate	92%
	(millions)		(millions)			
S		•		•	•	
Conditions	Outcomes		T =	1	1 =	
iti	Percent Change in	1,00	Percent of		Percent of	
pu	Number of Structurally	1%	Structurally	3%	Structurally	19%
0	Deficient Bridges, 1992 to		Deficient		Deficient	
S	2001		Bridges on		Local Bridges	
Bridge			Federal-Aid		(2001)	
ig			System (2001)	01 1 1 5 5	1	
Br				Structurally Defic	ient Bridges	570
	Na	tional Rank in Lov	(2001)	ata for CMAO Br	ogram: 6	
	Funds Available	tional Italik III Lov	vest Obligation K	ate for CIVIAQ FI	ogram. o	
	Total CMAQ		Unobligated		Obligation	
	Apportionments,	\$64.0	Balance*	\$20.9	Rate	67%
	1992-2001 (millions)		(millions)			
	1992-2001 (1111110115)		\			
			(
ity	Outcomes	I		I	Demont	
ality	Outcomes Person Days of Unhealthy	NI/A	Person Days of	N/A	Percent	NIA
Quality	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-	N/A	Person Days of Unhealthy Air	N/A	Percent Change	N/A
r Quality	Outcomes Person Days of Unhealthy	N/A	Person Days of Unhealthy Air Quality**, Avg.	N/A		N/A
Air Quality	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-	N/A	Person Days of Unhealthy Air Quality**, Avg. 2000-2001	N/A		N/A
_	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)		Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)		Change	
_	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-		Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)		Change	
_	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending		Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)		Change way Not in Goo	
	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending	verage Yearly Spe	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair	per Mile of Road	Change way Not in Goo Share of	d Condition: 35
	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-		Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on		Change way Not in Goo Share of Funds to	
	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending	verage Yearly Spe	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repair Average Yearly Spending on New Road	per Mile of Road	Change way Not in Goo Share of	d Condition: 35
	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-	verage Yearly Spe	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair Average Yearly Spending on New Road Capacity	per Mile of Road	Change way Not in Goo Share of Funds to	d Condition: 35
Air	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-	verage Yearly Spe	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repair Average Yearly Spending on New Road	per Mile of Road	Change way Not in Goo Share of Funds to	d Condition: 35
Air	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes	verage Yearly Spe	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity (millions)	per Mile of Road	Change way Not in Goo Share of Funds to Road Repair	d Condition: 35
Air	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending	verage Yearly Spe \$104.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Average Yearly Spending on New Road Capacity (millions) Percent of	per Mile of Road \$21.1	Change way Not in Goo Share of Funds to Road Repair Percent of	d Condition: 35
Air	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of	verage Yearly Spe	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Indiagon Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in	per Mile of Road	Change Way Not in Goo Share of Funds to Road Repair Percent of Urban &	d Condition: 35
Air	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	verage Yearly Spe \$104.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Indiag on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	per Mile of Road \$21.1	Change Way Not in Goo Share of Funds to Road Repair Percent of Urban & Suburban	d Condition: 35
Conditions	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of	verage Yearly Spe \$104.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Indiagon Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in	per Mile of Road \$21.1	Change Way Not in Goo Share of Funds to Road Repair Percent of Urban &	d Condition: 35
Conditions	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	verage Yearly Spe \$104.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Indiag on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	per Mile of Road \$21.1	Change Way Not in Goo Share of Funds to Road Repair Percent of Urban & Suburban	d Condition: 35
Air	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	verage Yearly Spe \$104.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Pending on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good Condition	per Mile of Road \$21.1	Change Way Not in Goo Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in	d Condition: 35

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Nebraska,1992-2001

		National Rank in	Least Spending I	Per Traffic Fatali	tv: 27	
	Funds Available				- ,	
_	STP Safety Program Apportionments 1992-2001 (millions)	\$51.3	Unobligated balance* (millions)	\$9.0	Obligation Rate	84%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	261	Estimated yearly cost of Traffic Fatalities (millions)	\$704.7	Average Yearly Safety Spending Per Traffic Fatality	\$59,064.7
	Nation	al Rank in Lowes		turally Deficient		
	Funds Available			•		
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$263.7	Unobligated Balance* (millions)	\$7.6	Obligation Rate	75%
S	Outoomoo					
jor	Outcomes Percent Change in		Percent of	1	Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-13%	Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Structurally Deficient Local Bridges (2001)	23%
ric		1		Structurally Defic	ient Bridges	2,676
В			(2001)	,	3.5	, , ,
		onal Rank in Low	est Obligation Ra	te for CMAQ Pro	gram: N/A	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$55.3	Unobligated Balance* (millions)	\$18.5	Obligation Rate	66%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	0.3	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	0.6	Percent Change	121%
	National Rank in Least A	verage Yearly Sp		per Mile of Road	dway Not in Goo	od Condition: 4
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$57.0	Average Yearly Spending on New Road Capacity (millions)	\$28.1	Share of Funds to Road Repair	39%
St						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$15,744.9	Percent of Roads Not in Good Condition (2001)	47%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	88%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Nevada,1992-2001

		National Rank in	Least Spending F	Por Traffic Fatalit	tv: 17	
	Funds Available	Hadolal Kalik III	Loudt Openaning i	or trainer addit	.y. 11	
	STP Safety Program		Unobligated		Obligation	
	Apportionments 1992-2001	\$41.3	balance*	\$9.8	Rate	78%
	(millions)	Ψ+1.5	(millions)	ψ3.0	rate	7070
>	(1111110115)	1	(Tillilotis)	l	1	
Safety	Outcomes					
al	Average annual traffic	1	Estimated		Average	
S	deaths, 2000-2001	318		COEO 6	Average	¢24 424 4
fic	deaths, 2000-2001	310	yearly cost of Traffic	\$858.6	Yearly Safety	\$31,431.4
Traffic					Spending Per	
T			Fatalities		Traffic	
	Notice	nol Donk in Lowes	(millions)	oturally Deficien	Fatality	
	Funds Available	nal Rank in Lowes	st Percent of Stru	cturally Delicien	t bridges: 3	
	Apportionments for Bridge		Unobligated		Obligation	
	Repair, 1992-2001	\$76.7	Balance*	\$20.6	Rate	73%
	(millions)	4	(millions)	4 20.0		. 676
	(1	, <i>)</i>	l	1	
Conditions	Outcomes					
tio	Percent Change in		Percent of		Percent of	
ď	Number of Structurally	-1%	Structurally	3%	Structurally	9%
n	Deficient Bridges, 1992 to		Deficient		Deficient	
Ö	2001		Bridges on		Local Bridges	
O			Federal-Aid		(2001)	
g			System (2001)		(====)	
Bridge				Structurally Defic	ient Bridaes	67
В			(2001)	,		_
		tional Rank in Lov		ate for CMAQ Pr	ogram: 2	
	Funds Available	tional Rank in Lov	vest Obligation R	ate for CMAQ Pr		
	Funds Available Total CMAQ		vest Obligation R Unobligated		Obligation	500/
	Funds Available Total CMAQ Apportionments,	\$76.3	vest Obligation R Unobligated Balance*	s32.2		58%
	Funds Available Total CMAQ		vest Obligation R Unobligated		Obligation	58%
٨	Funds Available Total CMAQ Apportionments, 1992-2001 (millions)		vest Obligation R Unobligated Balance*		Obligation	58%
lity	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes		Unobligated Balance* (millions)		Obligation Rate	58%
ıality	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy	\$76.3	Unobligated Balance* (millions) Person Days of	\$32.2	Obligation Rate	
Quality	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-		Unobligated Balance* (millions) Person Days of Unhealthy Air		Obligation Rate	58%
ir Quality	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy	\$76.3	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg.	\$32.2	Obligation Rate	
Air Quality	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992-	\$76.3	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001	\$32.2	Obligation Rate	
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	1.3	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	\$32.2	Obligation Rate Percent Change	-44%
_	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A	1.3	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	\$32.2	Obligation Rate Percent Change	-44%
_	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending	1.3	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) ending on Repair	\$32.2	Obligation Rate Percent Change	-44%
_	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending	\$76.3 1.3 Verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly	\$32.2 0.7 per Mile of Road	Obligation Rate Percent Change way Not in Goo	-44% d Condition: 47
_	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-	1.3	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on	\$32.2	Obligation Rate Percent Change way Not in Goo Share of Funds to	-44%
_	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending	\$76.3 1.3 Verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road	\$32.2 0.7 per Mile of Road	Obligation Rate Percent Change way Not in Goo	-44% d Condition: 47
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-	\$76.3 1.3 Verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity	\$32.2 0.7 per Mile of Road	Obligation Rate Percent Change way Not in Goo Share of Funds to	-44% d Condition: 47
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992-	\$76.3 1.3 Verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road	\$32.2 0.7 per Mile of Road	Obligation Rate Percent Change way Not in Goo Share of Funds to	-44% d Condition: 47
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$76.3 1.3 Verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity	\$32.2 0.7 per Mile of Road	Obligation Rate Percent Change way Not in Goo Share of Funds to	-44% d Condition: 47
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes	\$76.3 1.3 Verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity (millions)	\$32.2 0.7 per Mile of Road	Obligation Rate Percent Change Way Not in Goo Share of Funds to Road Repair	-44% d Condition: 47
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending	\$76.3 1.3 verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Average Yearly Spending on New Road Capacity (millions) Percent of	\$32.2 0.7 per Mile of Road \$48.9	Obligation Rate Percent Change Way Not in Goo Share of Funds to Road Repair	-44% d Condition: 47 28%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of	\$76.3 1.3 Verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in	\$32.2 0.7 per Mile of Road	Obligation Rate Percent Change Share of Funds to Road Repair Percent of Urban &	-44% d Condition: 47
Conditions	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	\$76.3 1.3 verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	\$32.2 0.7 per Mile of Road \$48.9	Percent Change Share of Funds to Road Repair Percent of Urban & Suburban	-44% d Condition: 47 28%
Conditions	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$76.3 1.3 verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good Condition	\$32.2 0.7 per Mile of Road \$48.9	Percent Change Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in	-44% d Condition: 47 28%
Conditions	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	\$76.3 1.3 verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	\$32.2 0.7 per Mile of Road \$48.9	Percent Change Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in Good	-44% d Condition: 47 28%
Air	Funds Available Total CMAQ Apportionments, 1992-2001 (millions) Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions) National Rank in Least A Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$76.3 1.3 verage Yearly Spe	Unobligated Balance* (millions) Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions) Inding on Repair Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good Condition	\$32.2 0.7 per Mile of Road \$48.9	Percent Change Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in	-44% d Condition: 47 28%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in New Hampshire, 1992-2001

		National Rank in	Loget Sponding I	Por Traffic Estali	tv: 15	
	Funds Available	National Rank III	Least Spending i	er Haille Fatall	ty. 40	
_	STP Safety Program Apportionments 1992-2001 (millions)	\$29.5	Unobligated balance* (millions)	\$4.4	Obligation Rate	77%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	134	Estimated yearly cost of Traffic Fatalities (millions)	\$361.8	Average Yearly Safety Spending Per Traffic Fatality	\$109,553.3
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 35	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$155.2	Unobligated Balance* (millions)	\$45.6	Obligation Rate	75%
S	Outro					
ior	Outcomes Percent Change in	T	Percent of	<u> </u>	Percent of	T
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Structurally Deficient Bridges on Federal-Aid System (2001)	10%	Structurally Deficient Local Bridges (2001)	23%
Bric			Total Number of (2001)	Structurally Defic	•	386
		ional Rank in Lov	vest Obligation R	ate for CMAQ Pr	ogram: 8	
	Funds Available	T	T., ., .	T	101111111	T
	Total CMAQ Apportionments, 1992-2001 (millions)	\$58.8	Unobligated Balance* (millions)	\$18.9	Obligation Rate	68%
	Outoomo					
Air Quality	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	0.1	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	0.1	Percent Change	47%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 41
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$35.5	Average Yearly Spending on New Road Capacity (millions)	\$17.5	Share of Funds to Road Repair	43%
ns	Outoomo					
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$69,925.9	Percent of Roads Not in Good Condition (2001)	37%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	40%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in New Jersey,1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	tv: 33	
	Funds Available	The state of the s			<u></u>	
^	STP Safety Program Apportionments 1992-2001 (millions)	\$100.2	Unobligated balance* (millions)	\$28.2	Obligation Rate	83%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	739	Estimated yearly cost of Traffic Fatalities (millions)	\$1,995.3	Average Yearly Safety Spending Per Traffic Fatality	\$67,052.9
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 32	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$1,438.8	Unobligated Balance* (millions)	\$120.7	Obligation Rate	89%
St	Outoomoo					
ioi	Outcomes Percent Change in	<u> </u>	Percent of		Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-10%	Structurally Deficient Bridges on Federal-Aid System (2001)	13%	Structurally Deficient Local Bridges (2001)	19%
ria				L Structurally Defic	ient Bridaes	930
В			(2001)	, , , ,	3	
		ional Rank in Low	est Obligation Ra	ite for CMAQ Pro	ogram: 26	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$663.0	Unobligated Balance* (millions)	\$127.9	Obligation Rate	80%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	107.9	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	69.3	Percent Change	-36%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 28
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$95.4	Average Yearly Spending on New Road Capacity (millions)	\$112.6	Share of Funds to Road Repair	24%
35					•	
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$44,082.4	Percent of Roads Not in Good Condition (2001)	74%	Percent of Urban & Suburban Roads Not in Good Condition	82%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in New Mexico, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	tv: 13	
	Funds Available	The state of the s			<u></u>	
^	STP Safety Program Apportionments 1992-2001 (millions)	\$60.6	Unobligated balance* (millions)	\$17.1	Obligation Rate	51%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	448	Estimated yearly cost of Traffic Fatalities (millions)	\$1,208.3	Average Yearly Safety Spending Per Traffic Fatality	\$29,406.1
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 14	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$91.0	Unobligated Balance* (millions)	\$29.7	Obligation Rate	67%
SI	Outcomes					
ior	Outcomes Percent Change in		Percent of		Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	1%	Structurally Deficient Bridges on Federal-Aid System (2001)	8%	Structurally Deficient Local Bridges (2001)	14%
3ric				Structurally Defic	ient Bridges	348
E			(2001)			
		ional Rank in Low	est Obligation Ra	ite for CMAQ Pro	ogram: 12	
	Funds Available	T	T	T	Latin in	T
	Total CMAQ Apportionments, 1992-2001 (millions)	\$59.9	Unobligated Balance* (millions)	\$16.8	Obligation Rate	72%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	0.0	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	0.4	Percent Change	N/A
	National Rank in Least A	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 33
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$93.7	Average Yearly Spending on New Road Capacity (millions)	\$44.5	Share of Funds to Road Repair	49%
S			,			
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$51,093.6	Percent of Roads Not in Good Condition (2001)	35%	Percent of Urban & Suburban Roads Not in Good Condition	69%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in New York,1992-2001

		National Rank in	Least Spending I	Per Traffic Fatalit	tv: 47	
	Funds Available	National Name III	Least Openaning i	Ci Italiic i atali	.y. +1	
_	STP Safety Program Apportionments 1992-2001 (millions)	\$186.3	Unobligated balance* (millions)	\$6.1	Obligation Rate	113%
et	Outcomes					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	1,504	Estimated yearly cost of Traffic Fatalities (millions)	\$4,060.8	Average Yearly Safety Spending Per Traffic Fatality	\$148,577.6
		nal Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 29	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$2,929.5	Unobligated Balance* (millions)	\$413.6	Obligation Rate	83%
15	Outcomes					
jor	Outcomes Percent Change in	1	Percent of	1	Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-43%	Structurally Deficient Bridges on Federal-Aid System (2001)	10%	Structurally Deficient Local Bridges (2001)	18%
rid				Structurally Defic	l ient Bridaes	2,405
B			(2001)	Chactarany Dono	ioni Briagos	2,100
	Nat	ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 32	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$1,154.0	Unobligated Balance* (millions)	\$147.5	Obligation Rate	88%
	Outcomes					
Air Quality	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	165.9	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	162.5	Percent Change	-2%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 27
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$221.9	Average Yearly Spending on New Road Capacity (millions)	\$74.7	Share of Funds to Road Repair	26%
			•			
SI						
Conditions	Outcomes Average Yearly Spending	1	Percent of	T	Percent of	

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in North Carolina, 1992-2001

		National Rank in	Least Spending I	Per Traffic Fatali	tv: 20	
	Funds Available				- J	
^	STP Safety Program Apportionments 1992-2001 (millions)	\$146.6	Unobligated balance* (millions)	\$27.6	Obligation Rate	85%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	1,544	Estimated yearly cost of Traffic Fatalities (millions)	\$4,167.5	Average Yearly Safety Spending Per Traffic Fatality	\$35,169.9
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 33	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$795.9	Unobligated Balance* (millions)	\$129.8	Obligation Rate	85%
SI	Outoomoo					
ior	Outcomes Percent Change in		Percent of	1	Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-9%	Structurally Deficient Bridges on Federal-Aid System (2001)	11%	Structurally Deficient Local Bridges (2001)	17%
ric		<u> </u>		Structurally Defic	ient Bridges	2,513
В			(2001)	,	3.5	, , , ,
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 15	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$129.9	Unobligated Balance* (millions)	\$34.9	Obligation Rate	73%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	35.8	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	56.1	Percent Change	57%
	National Rank in Least A	verage Yearly Sp		per Mile of Road	dway Not in Goo	od Condition: 7
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$90.4	Average Yearly Spending on New Road Capacity (millions)	\$194.3	Share of Funds to Road Repair	20%
35						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$18,607.4	Percent of Roads Not in Good Condition (2001)	61%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	66%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in North Dakota, 1992-2001

		National Rank in	Least Spending I	Por Traffic Fatali	tv: 24	
	Funds Available	National Nank in	Least Openaning i	Ci Tiallic I atali	ty. 24	
	STP Safety Program Apportionments 1992-2001 (millions)	\$40.4	Unobligated balance* (millions)	\$6.4	Obligation Rate	69%
c Safety	Outcomes Average annual traffic deaths, 2000-2001	96	Estimated yearly cost of	\$257.9	Average Yearly Safety	\$44,051.5
Traffic	,		Traffic Fatalities (millions)		Spending Per Traffic Fatality	4 1 1,00 110
		al Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 43	
	Funds Available	T	T	T	T	Т
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$72.3	Unobligated Balance* (millions)	\$19.7	Obligation Rate	77%
us.	Outcomes					
ĮO,	Percent Change in		Percent of		Percent of	
Conditions	Number of Structurally Deficient Bridges, 1992 to	-6%	Structurally Deficient	5%	Structurally Deficient	29%
Bridge C	2001		Bridges on Federal-Aid System (2001)		Local Bridges (2001)	
Brie		,	Total Number of (2001)	Structurally Defic		871
	Funds Available	onal Rank in Lowe	est Obligation Ra	te for CMAQ Pro	gram: N/A	
			Linchlingtod	1	Obligation	
	Total CMAQ Apportionments, 1992-2001 (millions)	\$57.6	Unobligated Balance* (millions)	\$8.3	Obligation Rate	85%
	Outcomes					
Quality	Person Days of Unhealthy		Person Days of		Percent	
ua	Air Quality**, Avg. 1992-	N/A	Unhealthy Air	N/A	Change	N/A
Air Q	1993 (millions)		Quality**, Avg. 2000-2001 (millions)			
	National Rank in Least A	verage Yearly Spe	nding on Repair	per Mile of Road	way Not in Goo	d Condition: 21
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$103.6	Average Yearly Spending on New Road Capacity (millions)	\$3.0	Share of Funds to Road Repair	79%
SU						
ĮO,	Outcomes	T	Danasat of	T	Damaget	Τ
Conditions	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$38,578.6	Percent of Roads Not in Good Condition	43%	Percent of Urban & Suburban Roads Not in	66%
Road	(millions)		(2001)		Good Condition (2001)	

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Ohio,1992-2001

		National Rank in	Least Spending F	Per Traffic Fatalit	tv: 37	
	Funds Available	Hational Hank in	Least openang i	Ci Tramo i atam	.y. 07	
,	STP Safety Program Apportionments 1992-2001 (millions)	\$166.7	Unobligated balance* (millions)	\$0.0	Obligation Rate	103%
et	Out a a made					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	1,372	Estimated yearly cost of Traffic Fatalities (millions)	\$3,704.4	Average Yearly Safety Spending Per Traffic Fatality	\$84,235.0
		nal Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 22	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$1,086.7	Unobligated Balance* (millions)	\$285.0	Obligation Rate	68%
SI	Outcomes					
Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Percent of Structurally Deficient Bridges on	7%	Percent of Structurally Deficient Local Bridges	15%
Bridge			Federal-Aid System (2001)	Structurally Defic	(2001)	3,305
B			(2001)	Oli dolardily Dello	ient Bridges	0,000
	Nat	ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 29	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$452.2	Unobligated Balance* (millions)	\$81.4	Obligation Rate	82%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	60.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001	58.8	Percent Change	-3%
	National Rank in Least A	verage Vearly Sno	(millions)	ner Mile of Road	way Not in Goo	d Condition: 43
	Spending	Totago Touriy Ope	namy on Repair	por mino or Road	may not in coo	a Johannon. 40
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$241.7	Average Yearly Spending on New Road	\$89.0	Share of Funds to Road Repair	40%
	2001 (minions)		Capacity (millions)			
Conditions	2001 (Hillions)		Capacity			

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Oklahoma, 1992-2001

National Rank in Least Spending Per Traffic Fatality: 22	
STP Safety Program Apportionments 1992-2001 \$82.8 balance* (millions) Outcomes Average annual traffic Estimated Average	
Apportionments 1992-2001 \$82.8 balance* (millions) \$6.5 Rate Outcomes Average annual traffic Estimated Average Aver	
(millions) (millions) Outcomes Average annual traffic Estimated Average	99%
Outcomes Average annual traffic Estimated Average	3370
Outcomes Average annual traffic Estimated Average	
Average annual traffic Estimated Average	
Average annual rame	
deaths, 2000-2001 663 yearly cost of \$1,790.1 Yearly Safet	v \$38,011.3
Traffic Spending Pe	, , , ,
deaths, 2000-2001 663 yearly cost of Traffic Fatalities Traffic	1
(millions)	
National Rank in Lowest Percent of Structurally Deficient Bridges: 50	
Funds Available	
Apportionments for Bridge Unobligated Obligation	
Repair, 1992-2001 \$516.2 Balance* \$125.2 Rate	79%
(millions) (millions)	
σ	
Outcomes Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001 Percent of Structurally Deficient Bridges on Percent of Structurally Deficient Deficient Deficient Local Bridges	
Percent Change in Percent of Percent of Percent of	=00'
Number of Structurally -1% Structurally 20% Structurally	50%
Deficient Bridges, 1992 to Deficient Deficient	
2001 Bridges on Local Bridge	S
Federal-Aid (2001)	
System (2001)	
Federal-Aid System (2001) Total Number of Structurally Deficient Bridges	7,605
(2001) National Rank in Lowest Obligation Rate for CMAQ Program: N/A	
Funds Available	
Total CMAQ Unobligated Obligation	
Apportionments, \$56.5 Balance* \$7.4 Rate	87%
1992-2001 (millions) (millions)	
Outcomes Person Days of Unhealthy Person Days of Percent	
Person Days of Unhealthy Person Days of Percent	162%
Air Quality** Ava 1002 20	102%
Air Quality**, Avg. 1992- 3.8 Unhealthy Air 10.0 Change	
1993 (millions) Quality**, Avg.	
2000-2001	
2000-2001 (millions)	od Condition: N/A*
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go	od Condition: N/A*
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending	od Condition: N/A*
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending Average Yearly Share of	
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- \$90.3 Average Yearly Spending on \$91.3 Funds to	34%
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Road Repair, 1992- 2001 (millions) Share of Funds to Road Repair	34%
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Road Repair, 1992- 2001 (millions) Share of Funds to Road Repair Capacity	34%
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Road Repair, 1992- 2001 (millions) Share of Funds to Road Repair Capacity (millions)	34%
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Road Repair, 1992- 2001 (millions) Share of Funds to Road Repair Capacity (millions)	34%
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Road Repair, 1992- 2001 (millions) Share of Funds to Road Repair Capacity (millions)	34%
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Road Repair, 1992- 2001 (millions) Share of Funds to Road Repair Capacity (millions)	34%
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Road Repair, 1992- 2001 (millions) Share of Funds to Road Repair Capacity (millions)	34%
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on New Road Capacity (millions) Share of Funds to Road Repair Funds to Road Repair Outcomes Average Yearly Spending on New Road Capacity (millions) Percent of Roadway Not in Good Roadway Not in Good Condition 1902 2001	34% N/A
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on New Road Capacity (millions) Share of Funds to Road Repair Funds to Road Repair Outcomes Average Yearly Spending on New Road Capacity (millions) Percent of Roadway Not in Good Roadway Not in Good Condition 1902 2001	34% N/A
National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Go Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Average Yearly Spending on Road Road Repair, 1992- 2001 (millions) Share of Funds to Road Repair Capacity (millions) Percent of Roads Not in Roads Not in Roadway Not in Good N/A Roadway Not in Good N/A Roads Not in Good N/A Suburban	34% N/A

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Oregon,1992-2001

		National Rank in	Least Spending F	Per Traffic Fatalit	v: 32	
	Funds Available	Hational Rank III	Louist Openaning i	Ci Tramo i atam	.y. 0 <u>=</u>	
	STP Safety Program Apportionments 1992-2001 (millions)	\$59.0	Unobligated balance* (millions)	\$22.3	Obligation Rate	68%
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	470 nal Rank in Lowes \$404.4	Estimated yearly cost of Traffic Fatalities (millions)	\$1,267.7 cturally Deficient \$58.0	Average Yearly Safety Spending Per Traffic Fatality t Bridges: 4 Obligation Rate	\$65,983.5 68%
ns	Outcomes					
Bridge Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	4%	Percent of Structurally Deficient Local Bridges (2001)	6%
Brie			Total Number of (2001)	Structurally Defic		362
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 23	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$74.6	Unobligated Balance* (millions)	\$15.1	Obligation Rate	79%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	4.0	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	1.6	Percent Change	-60%
	National Rank in Least A	verage Yearly Sp		per Mile of Road	dway Not in Goo	od Condition: 3
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$76.1	Average Yearly Spending on New Road Capacity (millions)	\$38.1	Share of Funds to Road Repair	34%
S		•	, , , , , , , , , , , , , , , , , , ,	•		·
Conditions	Outcomes					
<u> </u>	Average Yearly Spending on Repair Per Mile of	\$14,910.8	Percent of Roads Not in	81%	Percent of Urban &	88%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Pennsylvania,1992-2001

		National Rank in	Loget Sponding I	Dor Traffic Estali	tv: 20	
	Funds Available	National Rank III	Least Spending i	er manne ratan	ty. 29	
<i>A</i>	STP Safety Program Apportionments 1992-2001 (millions)	\$126.9	Unobligated balance* (millions)	\$45.7	Obligation Rate	73%
et	Outcomes					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	1,525	Estimated yearly cost of Traffic Fatalities (millions)	\$4,117.5	Average Yearly Safety Spending Per Traffic Fatality	\$61,464.0
		al Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 47	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$2,883.5	Unobligated Balance* (millions)	\$125.5	Obligation Rate	56%
S						
Conditions	Outcomes Percent Change in Number of Structurally Deficient Bridges, 1992 to	-1%	Percent of Structurally Deficient	22%	Percent of Structurally Deficient	27%
Bridge C	2001		Bridges on Federal-Aid System (2001)	Charlet wells Defin	Local Bridges (2001)	5.200
Br			(2001)	Structurally Defic	elent Bridges	5,390
	Funds Available Total CMAQ Apportionments, 1992-2001 (millions)	sonal Rank in Low	Unobligated Balance* (millions)	\$164.2	Obligation Rate	73%
	(2 2)		, ()			
t <	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	178.1	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	117.7	Percent Change	-34%
	National Rank in Least Av	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 26
	Spending	<u> </u>				
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$322.7	Average Yearly Spending on New Road Capacity (millions)	\$152.4	Share of Funds to Road Repair	41%
JS						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$41,343.0	Percent of Roads Not in Good Condition (2001)	65%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	76%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Rhode Island, 1992-2001

		National Bank in	Least Spending F	Dor Troffic Estali	÷ ΕΛ	
	Funds Available	National Rank in	Least Spending r	er Traffic Fataii	ty. 50	
A	STP Safety Program Apportionments 1992-2001 (millions)	\$26.4	Unobligated balance* (millions)	\$1.9	Obligation Rate	75%
: Safety	Outcomes Average annual traffic deaths, 2000-2001	81	Estimated yearly cost of	\$217.4	Average Yearly Safety	\$335,847.7
Traffic	deaths, 2000-2001	01	Traffic Fatalities (millions)	φ217.4	Spending Per Traffic Fatality	\$333,647.7
	Nation	nal Rank in Lowes		turally Deficient		
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$232.5	Unobligated Balance* (millions)	\$73.5	Obligation Rate	69%
S						
O	Outcomes	1	D	T	D	T
Bridge Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	7%	Percent of Structurally Deficient Bridges on Federal-Aid	24%	Percent of Structurally Deficient Local Bridges (2001)	29%
id			System (2001)	l Structurally Defic	iont Pridace	187
B			(2001)	Structurally Delic	ient bridges	107
	Nat	ional Rank in Low		ate for CMAQ Pro	ogram: 34	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$67.3	Unobligated Balance* (millions)	\$6.4	Obligation Rate	90%
ity	Outcomes Days of Habaaltha	1		T	I.B.	Τ
r Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	5.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001	6.7	Percent Change	24%
Air			(millions)			
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 37
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$32.1	Average Yearly Spending on New Road Capacity (millions)	\$15.5	Share of Funds to Road Repair	35%
S			•			
ior	Outcomes	1	T	T	T	T
Road Conditions	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$61,535.7	Percent of Roads Not in Good Condition (2001)	83%	Percent of Urban & Suburban Roads Not in Good	86%
Ö	` '				Condition	

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in South Carolina, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	tv: 11	
	Funds Available	National Rank in	Least openang i	Ci Tramo i atam	cy. II	
	STP Safety Program Apportionments 1992-2001 (millions)	\$83.2	Unobligated balance* (millions)	\$4.1	Obligation Rate	97%
etj	0.04.0.000.000					
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	1,062	Estimated yearly cost of Traffic Fatalities (millions)	\$2,867.4	Average Yearly Safety Spending Per Traffic Fatality	\$28,683.0
		al Rank in Lowes	t Percent of Struc	turally Deficient	Bridges: 26	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$341.5	Unobligated Balance* (millions)	\$28.7	Obligation Rate	95%
S	0.4					
O	Outcomes Dercent Change in	<u> </u>	Percent of		Percent of	
Bridge Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	2%	Structurally Deficient Bridges on Federal-Aid System (2001)	11%	Structurally Deficient Local Bridges (2001)	15%
ria				L Structurally Defic	ient Bridges	1,187
B			(2001)	on dotardiny Done	ione Briagos	1,101
	Nat	tional Rank in Lov	vest Obligation R	ate for CMAQ Pr	ogram: 4	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$61.5	Unobligated Balance* (millions)	\$20.3	Obligation Rate	67%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	8.9	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	16.5	Percent Change	86%
	National Rank in Least A	verage Yearly Sp	ending on Repair	per Mile of Road	dway Not in Goo	od Condition: 8
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$55.9	Average Yearly Spending on New Road Capacity (millions)	\$106.3	Share of Funds to Road Repair	22%
S		<u> </u>	,		·	<u> </u>
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$19,661.8	Percent of Roads Not in Good Condition (2001)	42%	Percent of Urban & Suburban Roads Not in Good Condition	60%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in South Dakota, 1992-2001

		National Rank in	Least Spending	Por Traffic Fatali	itv: 6	
	Funds Available	National Nank in	Least Openaning	i ci iiaiiic i atai	ity. O	
	STP Safety Program Apportionments 1992-2001 (millions)	\$42.9	Unobligated balance* (millions)	\$7.3	Obligation Rate	71%
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	172	Estimated yearly cost of Traffic Fatalities	\$464.4	Average Yearly Safety Spending Per Traffic	\$20,489.6
		<u> </u>	(millions)		Fatality	
		nal Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 46	
	Funds Available	1		T	T =	T
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$108.4	Unobligated Balance* (millions)	\$28.0	Obligation Rate	74%
St	Outcomes					
ior	Outcomes Percent Change in		Percent of	T	Percent of	T
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	1%	Structurally Deficient Bridges on Federal-Aid	13%	Structurally Deficient Local Bridges (2001)	32%
id			System (2001)	Structurally Dafia	iont Dridges	1 200
Br			(2001)	Structurally Defic	ient Bridges	1,398
	Natio	onal Rank in Lowe		te for CMAQ Pro	gram: N/A	
	Funds Available		or oungulon ru		9.4	
	Total CMAQ		Unobligated		Obligation	
	Apportionments, 1992-2001 (millions)	\$58.4	Balance* (millions)	\$0.5	Rate	99%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	N/A	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	N/A	Percent Change	N/A
	National Rank in Least A	verage Vearly Sne		ner Mile of Road	way Not in Goo	d Condition: 11
	Spending	rolago roally ope	manig on Ropan	por iniio or reduc	may not in 300	a solidition in
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$99.4	Average Yearly Spending on New Road Capacity (millions)	\$6.8	Share of Funds to Road Repair	74%
32						
Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$21,232.8	Percent of Roads Not in Good Condition	72%	Percent of Urban & Suburban Roads Not in	71%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Tennessee,1992-2001

		National Rank in	Least Spending F	Per Traffic Fatali	tv: 10	
	Funds Available			J. Trainer atain	-	
_	STP Safety Program Apportionments 1992-2001 (millions)	\$107.1	Unobligated balance* (millions)	\$6.8	Obligation Rate	90%
et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	1,279	Estimated yearly cost of Traffic Fatalities (millions)	\$3,453.3	Average Yearly Safety Spending Per Traffic Fatality	\$24,569.2
		al Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 13	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$615.9	Unobligated Balance* (millions)	\$150.1	Obligation Rate	76%
St	Outcomes					
ioi	Percent Change in	<u> </u>	Percent of	<u> </u>	Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-11%	Structurally Deficient Bridges on Federal-Aid System (2001)	7%	Structurally Deficient Local Bridges (2001)	12%
Bric				Structurally Defic	ient Bridges	1,760
	Nati	ional Rank in Low		ate for CMAQ Pro	ogram: 17	
	Funds Available	ional Rank in Low	cot Obligation Re	ALC TOT OWNAGT TO	ogram. 17	
	Total CMAQ Apportionments, 1992-2001 (millions)	\$116.9	Unobligated Balance* (millions)	\$30.8	Obligation Rate	73%
	Outoomoo					
Air Quality	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	35.6	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	50.7	Percent Change	43%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 12
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$60.1	Average Yearly Spending on New Road Capacity (millions)	\$214.1	Share of Funds to Road Repair	16%
S			· · · · · · · · · · · · · · · · · · ·			·
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$24,426.5	Percent of Roads Not in Good Condition (2001)	32%	Percent of Urban & Suburban Roads Not in Good Condition	38%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Texas, 1992-2001

		National Rank in	Least Spending	Per Traffic Fatal	itv: 9	
	Funds Available					
_	STP Safety Program Apportionments 1992-2001 (millions)	\$393.9	Unobligated balance* (millions)	\$70.8	Obligation Rate	86%
fet	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	3,752	Estimated yearly cost of Traffic Fatalities (millions)	\$10,129.1	Average Yearly Safety Spending Per Traffic Fatality	\$23,583.3
		nal Rank in Lowes	st Percent of Stru	cturally Deficien	t Bridges: 6	
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$1,188.1	Unobligated Balance* (millions)	\$202.3	Obligation Rate	78%
15	Outcomes					
ior	Outcomes Percent Change in		Percent of	1	Percent of	
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Structurally Deficient Bridges on Federal-Aid System (2001)	2%	Structurally Deficient Local Bridges (2001)	14%
ric		<u> </u>		Structurally Defic	ient Bridges	3,182
В			(2001)	•	_	,
		ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 13	
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$950.5	Unobligated Balance* (millions)	\$263.9	Obligation Rate	72%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	164.0	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	244.3	Percent Change	49%
	National Rank in Least A	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 16
	Spending					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$421.3	Average Yearly Spending on New Road Capacity (millions)	\$455.1	Share of Funds to Road Repair	33%
SL						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$29,705.4	Percent of Roads Not in Good Condition (2001)	56%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	77%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Utah, 1992-2001

		National Rank in	Least Spending F	Por Traffic Fatalit	hv: 14	
	Funds Available	Hadolal Kalik III	Loudt Openaning r	or riamo ratam	y. 17	
	STP Safety Program	#20.0	Unobligated	¢40.4	Obligation	760/
	Apportionments 1992-2001 (millions)	\$39.2	balance* (millions)	\$10.4	Rate	76%
Safety	Outcomes					
af	Outcomes Average annual traffic	1	Estimated	<u> </u>	Average	
زري	deaths, 2000-2001	333	yearly cost of	\$897.8	Yearly Safety	\$30,046.4
Traffic			Traffic Fatalities		Spending Per Traffic	
77			(millions)		Fatality	
	Nation Funds Available	nal Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 31	
	Apportionments for Bridge	1	Unobligated	<u> </u>	Obligation	
	Repair, 1992-2001	\$126.4	Balance*	\$34.4	Rate	71%
	(millions)		(millions)			
ns	Outcomes					
tio	Percent Change in		Percent of		Percent of	
ipu	Number of Structurally	0%	Structurally	14%	Structurally	15%
Conditions	Deficient Bridges, 1992 to 2001		Deficient Bridges on		Deficient Local Bridges	
) de			Federal-Aid		(2001)	
Bridge			System (2001)	Ctm. at. mall. Dafia	is at Daide a	200
Br			(2001)	Structurally Defic	ient Bridges	389
	Funds Available	ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 38	
	Total CMAQ		Unobligated	<u> </u>	Obligation	
	Apportionments,	\$67.8	Balance*	\$3.9	Rate	94%
	1992-2001 (millions)		(millions)			
	Outcomes					
Quality	Person Days of Unhealthy		Person Days of		Percent	
nc	Air Quality**, Avg. 1992-	8.0	Unhealthy Air	6.7	Change	-16%
Air (1993 (millions)		Quality**, Avg.			
T.			L 2000-2001			
_			2000-2001 (millions)			
	National Rank in Least A	verage Yearly Spe	(millions)	per Mile of Road	way Not in Goo	d Condition: 14
	Spending	verage Yearly Spe	(millions) ending on Repair	per Mile of Road		d Condition: 14
	Spending Average Yearly Spending on Road Repair, 1992-	verage Yearly Spe \$59.7	(millions) ending on Repair Average Yearly Spending on	per Mile of Road \$47.3	Share of Funds to	d Condition: 14
	Spending Average Yearly Spending		(millions) ending on Repair Average Yearly Spending on New Road		Share of	
7	Spending Average Yearly Spending on Road Repair, 1992-		(millions) ending on Repair Average Yearly Spending on		Share of Funds to	
	Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions)		(millions) ending on Repair Average Yearly Spending on New Road Capacity		Share of Funds to	
	Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions) Outcomes		(millions) Average Yearly Spending on New Road Capacity (millions)		Share of Funds to Road Repair	
	Spending Average Yearly Spending on Road Repair, 1992- 2001 (millions)		(millions) ending on Repair Average Yearly Spending on New Road Capacity		Share of Funds to	
	Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	\$59.7	(millions) Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	\$47.3	Share of Funds to Road Repair Percent of Urban & Suburban	43%
Conditions	Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001	\$59.7	(millions) Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good Condition	\$47.3	Share of Funds to Road Repair Percent of Urban & Suburban Roads Not in	43%
	Spending Average Yearly Spending on Road Repair, 1992-2001 (millions) Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	\$59.7	(millions) Average Yearly Spending on New Road Capacity (millions) Percent of Roads Not in Good	\$47.3	Share of Funds to Road Repair Percent of Urban & Suburban	43%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Vermont,1992-2001

		National Rank in	Least Spending F	Por Traffic Fatali	tv: 48			
	Funds Available	National Nank in	Least Openaning i	Ci Tiallic I atali	ty. 40			
	STP Safety Program Apportionments 1992-2001 (millions)	\$25.7	Unobligated balance* (millions)	\$14.2	Obligation Rate	50%		
fic Safety	Outcomes Average annual traffic deaths, 2000-2001	84	Estimated yearly cost of Traffic	\$226.8	Average Yearly Safety Spending Per	\$176,105.6		
Traffic			Fatalities (millions)		Traffic Fatality			
	National Rank in Lowest Percent of Structurally Deficient Bridges: 36 Funds Available							
		1	I I I a a la l'an a fa al	1	Obline tien	<u> </u>		
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$154.8	Unobligated Balance* (millions)	\$26.5	Obligation Rate	84%		
us	Outcomes							
io	Percent Change in		Percent of		Percent of			
• Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Structurally Deficient Bridges on Federal-Aid	16%	Structurally Deficient Local Bridges (2001)	17%		
dge			System (2001)		(2001)			
Bridge			Total Number of (2001)	Structurally Defic		452		
		onal Rank in Lowe	est Obligation Ra	te for CMAQ Pro	gram: N/A			
	Funds Available	1	1	ı	T	I		
	Total CMAQ Apportionments, 1992-2001 (millions)	\$57.4	Unobligated Balance* (millions)	\$5.8	Obligation Rate	88%		
	Outcomes							
. Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	N/A	Person Days of Unhealthy Air Quality**, Avg.	N/A	Percent Change	N/A		
Air			2000-2001 (millions)					
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 22		
	Spending	,	J					
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$29.4	Average Yearly Spending on New Road Capacity (millions)	\$3.9	Share of Funds to Road Repair	43%		
JS			,					
io	Outcomes	1	1 =	ı	1 =	I		
Road Conditions	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$38,776.0	Percent of Roads Not in Good Condition (2001)	51%	Percent of Urban & Suburban Roads Not in Good	65%		
Ro					Condition (2001)			

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Virginia, 1992-2001

		National Rank is	n Least Spending F	Por Traffic Fata	litv: 38	
	Funds Available	National Nation	- Loadt Openanig r	or frame rata	11ty: 00	
_	STP Safety Program Apportionments 1992-2001 (millions)	\$107.8	Unobligated balance* (millions)	\$44.1	Obligation Rate	66%
et et	Outcomes					
Traffic Safety	Average annual traffic deaths, 2000-2001	932	Estimated yearly cost of Traffic Fatalities (millions)	\$2,516.4	Average Yearly Safety Spending Per Traffic Fatality	\$85,710.4
	Nation	al Rank in Lowe	st Percent of Struc	turally Deficier	nt Bridges: 16	
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$674.4	Unobligated Balance* (millions)	\$150.2	Obligation Rate	42%
S	2010					
101	Outcomes Percent Change in	T	Percent of		Percent of	T
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-2%	Structurally Deficient Bridges on Federal-Aid System (2001)	8%	Structurally Deficient Local Bridges (2001)	12%
3ric			Total Number of	Structurally Defi	icient Bridges	1,222
ш_			(2001)			
		tional Rank in Lo	west Obligation R	ate for CMAQ F	Program: 3	
	Funds Available	T	111 12 11	T	101111111	T
	Total CMAQ Apportionments, 1992-2001 (millions)	\$243.1	Unobligated Balance* (millions)	\$81.2	Obligation Rate	66%
	Outcomes					
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	98.0	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	53.7	Percent Change	-45%
	National Rank in Least A	verage Yearly S		per Mile of Roa	adway Not in Goo	od Condition: 1
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$55.6	Average Yearly Spending on New Road Capacity (millions)	\$168.6	Share of Funds to Road Repair	13%
JS						
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$11,288.5	Percent of Roads Not in Good Condition (2001)	66%	Percent of Urban & Suburban Roads Not in Good Condition	77%

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Washington, 1992-2001

		National Rank in	Least Spending F	Per Traffic Fatalit	tv: 28			
	Funds Available	National Rank III	Louist Openaning i	Ci Tramo i atam	ty. 20			
	STP Safety Program Apportionments 1992-2001 (millions)	N/A	Unobligated balance* (millions)	\$30.0	Obligation Rate	N/A		
etj	0.010.000.000							
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	640	Estimated yearly cost of Traffic Fatalities	\$1,728.0	Average Yearly Safety Spending Per Traffic	\$61,001.2		
F			(millions)		Fatality			
	Natio	nal Rank in Lowes	1 1	cturally Deficien				
	Funds Available							
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$748.5	Unobligated Balance* (millions)	\$189.9	Obligation Rate	79%		
S	0.4							
ior	Outcomes Percent Change in		Percent of	<u> </u>	Percent of			
Bridge Conditions	Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Structurally Deficient Bridges on Federal-Aid System (2001)	7%	Structurally Deficient Local Bridges (2001)	7%		
rid				Structurally Defic	l ient Bridges	551		
B	Total Number of Structurally Deficient Bridges (2001)							
	Nat	ional Rank in Low	est Obligation Ra	ate for CMAQ Pro	ogram: 37			
	Funds Available							
	Total CMAQ Apportionments, 1992-2001 (millions)	\$179.5	Unobligated Balance* (millions)	\$13.9	Obligation Rate	92%		
Air Quality	Outcomes Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	4.6	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	1.6	Percent Change	-66%		
	National Rank in Least A	verage Yearly Spe		per Mile of Road	way Not in Goo	d Condition: 20		
	Spending		- January Company		,			
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$90.0	Average Yearly Spending on New Road Capacity (millions)	\$53.5	Share of Funds to Road Repair	27%		
St		_			-			
Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good	\$35,562.3	Percent of Roads Not in Good	47%	Percent of Urban & Suburban	53%		

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in West Virginia, 1992-2001

	I	National Bank in	Least Spending F	Dor Troffic Estali	tur. 10				
	Funds Available	National Rank in	Least Spending i	er Trailic Fataii	ty: 40				
A	STP Safety Program Apportionments 1992-2001 (millions)	\$40.9	Unobligated balance* (millions)	\$13.5	Obligation Rate	69%			
et	Outcomes								
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	394	Estimated yearly cost of Traffic Fatalities (millions)	\$1,062.5	Average Yearly Safety Spending Per Traffic Fatality	\$89,092.9			
	Nation	al Rank in Lowes		turally Deficient					
	National Rank in Lowest Percent of Structurally Deficient Bridges: 39 Funds Available								
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$561.6	Unobligated Balance* (millions)	\$103.8	Obligation Rate	87%			
S	0								
on	Outcomes	1	D t . f	T	D	1			
Bridge Conditions	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-9%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	17%	Percent of Structurally Deficient Local Bridges (2001)	18%			
3ric		1	Total Number of	Structurally Defic	ient Bridges	1,172			
E	(2001)								
	National Rank in Lowest Obligation Rate for CMAQ Program: 9								
	Funds Available	1		T	T =	1			
	Total CMAQ Apportionments, 1992-2001 (millions)	\$57.8	Unobligated Balance* (millions)	\$18.2	Obligation Rate	68%			
	Outcomes								
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	3.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	2.0	Percent Change	-40%			
	National Rank in Least A	verage Yearly Spe		per Mile of Road	lway Not in Goo	d Condition: 17			
	Spending				,				
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$57.2	Average Yearly Spending on New Road Capacity (millions)	\$106.9	Share of Funds to Road Repair	22%			
ns									
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$30,466.1	Percent of Roads Not in Good Condition (2001)	56%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	51%			

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Wisconsin,1992-2001

	I	National Rank in	Least Spending F	Por Traffic Fatalit	hv: 12			
	Funds Available	National Rank III	Least Openaning i	Ci Tramic i atam	Ly. 12			
	STP Safety Program Apportionments 1992-2001 (millions)	\$121.9	Unobligated balance* (millions)	\$26.4	Obligation Rate	82%		
c Safety	Outcomes Average annual traffic deaths, 2000-2001	781	Estimated yearly cost of	\$2,108.7	Average Yearly Safety	\$29,048.9		
Traffic	·		Traffic Fatalities (millions)	,	Spending Per Traffic Fatality	¥=5,5 1515		
	National Rank in Lowest Percent of Structurally Deficient Bridges: 28							
	Funds Available	T	T., ., .	T	10111111			
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$324.9	Unobligated Balance* (millions)	\$21.9	Obligation Rate	99%		
ns	Outcomes							
io	Percent Change in		Percent of		Percent of			
Conditions	Number of Structurally Deficient Bridges, 1992 to	-11%	Structurally Deficient	11%	Structurally Deficient	16%		
CO	2001		Bridges on		Local Bridges			
gge			Federal-Aid System (2001)		(2001)			
Bridge		,		Structurally Defic	ient Bridges	1,862		
		tional Rank in Lov	vest Obligation R	ate for CMAQ Pr	ogram: 5			
	Funds Available	1	1	T	1			
	Total CMAQ Apportionments,	\$154.3	Unobligated Balance*	\$50.7	Obligation Rate	67%		
	1992-2001 (millions)	ψ104.0	(millions)	ψ50.1	rate	01 70		
>	Outcomes							
Quality	Person Days of Unhealthy		Person Days of		Percent			
nc	Air Quality**, Avg. 1992- 1993 (millions)	5.1	Unhealthy Air	10.6	Change	107%		
Air (Quality**, Avg. 2000-2001 (millions)					
	National Rank in Least A	verage Yearly Spe	ending on Repair	per Mile of Road	way Not in Goo	d Condition: 24		
	Spending	T		T				
	Average Yearly Spending on Road Repair, 1992-	\$181.2	Average Yearly Spending on New Road	\$41.9	Share of Funds to Road Repair	57%		
	2001 (millions)				-			
	2001 (millions)		Capacity (millions)		·			
suc	· , , ,		Capacity					
itions	Outcomes Average Yearly Spending		Capacity		Percent of			
nditions	Outcomes Average Yearly Spending on Repair Per Mile of	\$40,276.1	Capacity (millions) Percent of Roads Not in	42%	Urban &	76%		
Road Conditions	Outcomes Average Yearly Spending	\$40,276.1	Capacity (millions) Percent of	42%		76%		

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

Ten Years of Federal Dollars at Work in Wyoming,1992-2001

		Notional Dank in	Logot Chanding [Dor Troffic Estali	6.0.06			
	Funda Availabla	National Rank in	Least Spending F	er Tramic Fatali	ty: 26			
	Funds Available STP Safety Program Apportionments 1992-2001 (millions)	\$33.2	Unobligated balance* (millions)	\$2.8	Obligation Rate	94%		
Traffic Safety	Outcomes Average annual traffic deaths, 2000-2001	169	Estimated yearly cost of Traffic Fatalities	\$456.3	Average Yearly Safety Spending Per Traffic	\$55,488.5		
1			(millions)		Fatality			
		al Rank in Lowes	t Percent of Struc	cturally Deficient	Bridges: 25			
	Funds Available							
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$71.9	Unobligated Balance* (millions)	\$8.2	Obligation Rate	83%		
S								
Bridge Conditions	Outcomes Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	3%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	7%	Percent of Structurally Deficient Local Bridges (2001)	22%		
Bric			Total Number of (2001)	Structurally Defic	•	389		
		onal Rank in Low	est Obligation Ra	te for CMAQ Pro	gram: N/A			
	Funds Available	T	T., ., .	T	T 01 11 11	T		
	Total CMAQ Apportionments, 1992-2001 (millions)	\$57.2	Unobligated Balance* (millions)	\$2.1	Obligation Rate	96%		
	Outcomes							
Air Quality	Person Days of Unhealthy Air Quality**, Avg. 1992- 1993 (millions)	N/A	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	N/A	Percent Change	N/A		
	National Rank in Least Av	verage Yearly Spe		per Mile of Road	wav Not in Goo	d Condition: 46		
	Spending	<u> </u>						
	Average Yearly Spending on Road Repair, 1992- 2001 (millions)	\$82.4	Average Yearly Spending on New Road Capacity (millions)	\$7.1	Share of Funds to Road Repair	72%		
SL								
Road Conditions	Outcomes Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$120,987.9	Percent of Roads Not in Good Condition (2001)	15%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	38%		

^{*} Unobligated balance as of end of FY 2001, as reported by FHWA. May not equal apportionments less obligations due to transfers out of the STP Safety program.

^{**} Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.

THE \$300 BILLION QUESTION: ARE WE BUYING A BETTER TRANSPORTATION SYSTEM?

RECOMMENDATIONS: IMPROVING ACCOUNTABILITY & PERFORMANCE IN THE TRANSPORTATION SECTOR

Transportation finance is too important and involves too much of the taxpayers' money — \$300 billion over the last ten years at the federal level alone — to suffer as it does from the numerous accounting loopholes and financial complexities. The following recommendations would go a long way toward improving the effectiveness of federal transportation spending, giving taxpayers a bigger bang for their buck while building more accountability, transparency and performance requirements into a system that desperately needs them.

(1) Require Clearer Goals and Reward Performance:

- ☑ Require goals and performance measures for all transportation agencies that use federal transportation funds. Agencies must demonstrate progress towards meeting goals in annual reports made available to the public.
- ☑ Reward states and metropolitan planning organizations that show significant progress and effort towards meeting their stated goals with financial incentives including higher federal match for projects.

(2) Fix Accounting Loopholes in the Current TEA-21 law:

- ☑ The new federal transportation law should match apportionments with obligation limits each year or assign obligation limits to specific programs in order to close the loophole that allows overspending in some categories and underspending in others.
- ☑ Require demonstration of meeting crucial program goals before allowing transfer of funds out of key road and bridge repair, traffic safety and air quality programs for other purposes.

(3) Build more Transparency into Transportation Finance:

- ☑ Publish annual federal transportation spending information, including program and project type information.
- ☑ Require states to publish annual state and local transportation spending including program and project level information.
- ☑ Publish annual declarations for intended use of federal transportation funds.

- ☑ Publish financial audits of transportation agencies at least once every three years including rigorous analysis of the use of innovative finance tools like GARVEE bonds.
- ☑ Build better partnerships with local government officials and public interest groups by better advertising the availability of transportation funds.
- (4) <u>Remove Regulatory Barriers That Discourage Repair, Maintenance and Operation of Transportation Facilities</u>:
- ☑ Allow federal transportation funds to be used for routine repair of local roads, streets, sidewalks and trails.
- ☑ Allow federal transportation funds to be used for the operations of mass transit and paratransit systems, and for intercity rail operations including Amtrak.
- (5) <u>Require "Fix-it-First" Provisions for Roads and Bridges Similar to Rules that Currently Exist for Mass Transit Systems:</u>
- ☑ Require strong "Fix it First" policies and incentives in federal highway programs that ensure new highway investments are made in a fiscally responsible manner and will be protected, repaired and maintained in future years.
- ☑ Require "smart investment" provisions for federal highway funding that reward commitment to restricting growth around highway facilities to more cost-effectively preserve road capacity and curb unplanned development.
- (6) <u>Direct Federal Transportation Dollars Beyond State Agencies to Local Governments</u>:
- ☑ Devolve a significant portion of federal transportation dollars at the very least proportional to population within a state -- to metropolitan planning organizations (MPOs) and the local governments they represent.