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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality:**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$4787.6	Unobligated balance* (millions)	$984.8	Obligation Rate	82%
	Outcomes					
	Average annual traffic deaths, 2000-2001	42031	Estimated yearly cost of Traffic Fatalities (millions)	$113,482.4	Average Yearly Safety Spending Per Traffic Fatality	$53,288.2
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges:**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$29,195.0	Unobligated Balance* (millions)	$5,122.9	Obligation Rate	73%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-7%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	9%	Percent of Structurally Deficient Local Bridges (2001)	20%
			Total Number of Structurally Deficient Bridges (2001)			83,318
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program:**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$11,709.9	Unobligated Balance* (millions)	$2,155.5	Obligation Rate	81%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	3,758.1	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	2,321.3	Percent Change	-38%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition:**					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	$5,904.6	Average Yearly Spending on New Road Capacity (millions)	$4,436.7	Share of Funds to Road Repair	33%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$35,127.5	Percent of Roads Not in Good Condition (2001)	50%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	68%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 21**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$100.3	Unobligated balance* (millions)	$9.2	Obligation Rate	95%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 37**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$526.0	Unobligated Balance* (millions)	$111.3	Obligation Rate	79%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	9%	Percent of Structurally Deficient Local Bridges (2001)	26%
			Total Number of Structurally Deficient Bridges (2001)			2,677
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 20**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$59.0	Unobligated Balance* (millions)	$13.5	Obligation Rate	77%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	9.5	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	15.3	Percent Change	60%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 39**					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	$124.5	Average Yearly Spending on New Road Capacity (millions)	$133.4	Share of Funds to Road Repair	34%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$66,212.7	Percent of Roads Not in Good Condition (2001)	24%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	26%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 43**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$94.1	Unobligated balance* (millions)	$6.1	Obligation Rate	73%
	Outcomes					
	Average annual traffic deaths, 2000-2001	96	Estimated yearly cost of Traffic Fatalities (millions)	$257.9	Average Yearly Safety Spending Per Traffic Fatality	$99,343.8
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 21**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$150.2	Unobligated Balance* (millions)	$50.7	Obligation Rate	47%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	2%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	11%	Percent of Structurally Deficient Local Bridges (2001)	12%
			Total Number of Structurally Deficient Bridges (2001)			169
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 1**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$88.8	Unobligated Balance* (millions)	$26.7	Obligation Rate	46%
	Outcomes					
	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
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: N/A***					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	$87.0	Average Yearly Spending on New Road Capacity (millions)	$33.0	Share of Funds to Road Repair	46%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	N/A*	Percent of Roads Not in Good Condition (2001)	N/A*	Percent of Urban & Suburban Roads Not in Good Condition (2001)	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 1**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$81.8	Unobligated balance* (millions)	$19.6	Obligation Rate	81%
	Outcomes					
	Average annual traffic deaths, 2000-2001	1,042	Estimated yearly cost of Traffic Fatalities (millions)	$2,813.4	Average Yearly Safety Spending Per Traffic Fatality	$9,652.7
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 2**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$81.2	Unobligated Balance* (millions)	$10.0	Obligation Rate	83%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	0%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	2%	Percent of Structurally Deficient Local Bridges (2001)	6%
			Total Number of Structurally Deficient Bridges (2001)			194
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 35**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$204.8	Unobligated Balance* (millions)	$18.0	Obligation Rate	91%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	35.8	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	26.6	Percent Change	-26%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 44**					
	Spending					
	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%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$102,375.7	Percent of Roads Not in Good Condition (2001)	28%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	36%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 8**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$66.1	Unobligated balance* (millions)	$26.7	Obligation Rate	64%
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 23**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$348.1	Unobligated Balance* (millions)	$36.0	Obligation Rate	90%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-11%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Percent of Structurally Deficient Local Bridges (2001)	21%
			Total Number of Structurally Deficient Bridges (2001)			1,479
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 7**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$59.2	Unobligated Balance* (millions)	$19.1	Obligation Rate	67%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$16,642.4	Percent of Roads Not in Good Condition (2001)	76%	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 California,1992-2001

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 30**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$431.8	Unobligated balance* (millions)	$62.8	Obligation Rate	84%
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 19**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$2,067.2	Unobligated Balance* (millions)	$619.9	Obligation Rate	41%
	Outcomes					
	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%
			Total Number of Structurally Deficient Bridges (2001)			2,631
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 36**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$2,125.1	Unobligated Balance* (millions)	$176.7	Obligation Rate	91%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 18**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$73.1	Unobligated balance* (millions)	$1.8	Obligation Rate	86%
	Outcomes					
	Average annual traffic deaths, 2000-2001	709	Estimated yearly cost of Traffic Fatalities (millions)	$1,913.0	Average Yearly Safety Spending Per Traffic Fatality	$31,992.5
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 8**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$226.4	Unobligated Balance* (millions)	$16.4	Obligation Rate	96%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-7%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Percent of Structurally Deficient Local Bridges (2001)	9%
			Total Number of Structurally Deficient Bridges (2001)			596
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 21**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$114.7	Unobligated Balance* (millions)	$24.4	Obligation Rate	79%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 6**					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	$75.0	Average Yearly Spending on New Road Capacity (millions)	$40.0	Share of Funds to Road Repair	42%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$17,498.0	Percent of Roads Not in Good Condition (2001)	54%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	73%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 49**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$80.0	Unobligated balance* (millions)	$3.7	Obligation Rate	78%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 10**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$681.0	Unobligated Balance* (millions)	$123.5	Obligation Rate	84%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Percent of Structurally Deficient Local Bridges (2001)	16%
			Total Number of Structurally Deficient Bridges (2001)			362
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 40**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$293.0	Unobligated Balance* (millions)	$4.8	Obligation Rate	98%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 41**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$27.9	Unobligated balance* (millions)	$1.9	Obligation Rate	93%
	Outcomes					
	Average annual traffic deaths, 2000-2001	130	Estimated yearly cost of Traffic Fatalities (millions)	$349.7	Average Yearly Safety Spending Per Traffic Fatality	$92,076.4
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 5**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$93.9	Unobligated Balance* (millions)	$33.7	Obligation Rate	66%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-5%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	4%	Percent of Structurally Deficient Local Bridges (2001)	8%
			Total Number of Structurally Deficient Bridges (2001)			47
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 28**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$58.2	Unobligated Balance* (millions)	$10.9	Obligation Rate	81%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	9.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	9.3	Percent Change	-1%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 42**					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	$23.4	Average Yearly Spending on New Road Capacity (millions)	$22.2	Share of Funds to Road Repair	33%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$84,612.2	Percent of Roads Not in Good Condition (2001)	55%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	57%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 7**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$256.6	Unobligated balance* (millions)	$25.2	Obligation Rate	93%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 1**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$580.5	Unobligated Balance* (millions)	$10.2	Obligation Rate	97%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	1%	Percent of Structurally Deficient Local Bridges (2001)	6%
			Total Number of Structurally Deficient Bridges (2001)			300
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 19**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$351.3	Unobligated Balance* (millions)	$88.0	Obligation Rate	75%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	Outcomes					
	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 31**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$170.8	Unobligated balance* (millions)	$40.3	Obligation Rate	82%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 18**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$543.2	Unobligated Balance* (millions)	$159.9	Obligation Rate	76%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	5%	Percent of Structurally Deficient Local Bridges (2001)	19%
			Total Number of Structurally Deficient Bridges (2001)			1,578
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 39**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$222.3	Unobligated Balance* (millions)	$11.4	Obligation Rate	95%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 48**					
	Spending					
	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%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$321,394.5	Percent of Roads Not in Good Condition (2001)	3%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 46**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$50.3	Unobligated balance* (millions)	$2.3	Obligation Rate	85%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 40**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$185.0	Unobligated Balance* (millions)	$47.8	Obligation Rate	73%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	3%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	16%	Percent of Structurally Deficient Local Bridges (2001)	25%
			Total Number of Structurally Deficient Bridges (2001)			193
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: N/A**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$59.1	Unobligated Balance* (millions)	$20.7	Obligation Rate	65%
	Outcomes					
	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
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 25**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$43.1	Unobligated balance* (millions)	$9.4	Obligation Rate	66%
	Outcomes					
	Average annual traffic deaths, 2000-2001	268	Estimated yearly cost of Traffic Fatalities (millions)	$722.3	Average Yearly Safety Spending Per Traffic Fatality	$48,024.2
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 9**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$88.4	Unobligated Balance* (millions)	$20.5	Obligation Rate	79%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-3%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Percent of Structurally Deficient Local Bridges (2001)	10%
			Total Number of Structurally Deficient Bridges (2001)			320
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: N/A**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$62.1	Unobligated Balance* (millions)	$24.6	Obligation Rate	50%
	Outcomes					
	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
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 30**					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	$60.0	Average Yearly Spending on New Road Capacity (millions)	$29.7	Share of Funds to Road Repair	49%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$46,148.9	Percent of Roads Not in Good Condition (2001)	34%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	62%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 42**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$195.0	Unobligated balance* (millions)	$10.2	Obligation Rate	103%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 17**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$1,000.6	Unobligated Balance* (millions)	$193.7	Obligation Rate	81%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-7%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	9%	Percent of Structurally Deficient Local Bridges (2001)	12%
			Total Number of Structurally Deficient Bridges (2001)			2,725
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 27**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$580.2	Unobligated Balance* (millions)	$109.3	Obligation Rate	81%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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 (2001)	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 44**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$127.6	Unobligated balance* (millions)	$28.4	Obligation Rate	82%
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 24**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$387.7	Unobligated Balance* (millions)	$64.7	Obligation Rate	84%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-8%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	5%	Percent of Structurally Deficient Local Bridges (2001)	18%
			Total Number of Structurally Deficient Bridges (2001)			2,257
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 18**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$132.0	Unobligated Balance* (millions)	$34.3	Obligation Rate	74%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	Outcomes					
	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 (2001)	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 3**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$72.5	Unobligated balance* (millions)	$16.9	Obligation Rate	78%
	Outcomes					
	Average annual traffic deaths, 2000-2001	446	Estimated yearly cost of Traffic Fatalities (millions)	$1,204.2	Average Yearly Safety Spending Per Traffic Fatality	$18,997.3
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 44**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$431.9	Unobligated Balance* (millions)	$140.9	Obligation Rate	55%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	10%	Percent of Structurally Deficient Local Bridges (2001)	25%
			Total Number of Structurally Deficient Bridges (2001)			5,036
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: N/A**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$55.9	Unobligated Balance* (millions)	$8.1	Obligation Rate	85%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	0.0	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	0.1	Percent Change	110%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$28,949.8	Percent of Roads Not in Good Condition (2001)	53%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	72%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 23**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$68.4	Unobligated balance* (millions)	$8.0	Obligation Rate	88%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 27**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$438.7	Unobligated Balance* (millions)	$64.9	Obligation Rate	77%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-8%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	5%	Percent of Structurally Deficient Local Bridges (2001)	20%
			Total Number of Structurally Deficient Bridges (2001)			3,465
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 31**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$55.3	Unobligated Balance* (millions)	$9.0	Obligation Rate	83%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 4**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$84.4	Unobligated balance* (millions)	$28.2	Obligation Rate	73%
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 12**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$393.0	Unobligated Balance* (millions)	$71.5	Obligation Rate	84%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-5%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	4%	Percent of Structurally Deficient Local Bridges (2001)	12%
			Total Number of Structurally Deficient Bridges (2001)			1,189
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 33**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$89.6	Unobligated Balance* (millions)	$9.7	Obligation Rate	89%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	10.7	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	9.9	Percent Change	-7%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$34,047.6	Percent of Roads Not in Good Condition (2001)	43%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 15**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$75.3	Unobligated balance* (millions)	$22.9	Obligation Rate	73%
	Outcomes					
	Average annual traffic deaths, 2000-2001	946	Estimated yearly cost of Traffic Fatalities (millions)	$2,554.2	Average Yearly Safety Spending Per Traffic Fatality	$31,015.1
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 41**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$686.5	Unobligated Balance* (millions)	$140.7	Obligation Rate	82%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-7%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	9%	Percent of Structurally Deficient Local Bridges (2001)	27%
			Total Number of Structurally Deficient Bridges (2001)			2,425
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 16**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$58.5	Unobligated Balance* (millions)	$15.4	Obligation Rate	73%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	10.2	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	24.3	Percent Change	139%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 31**					
	Spending					
	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%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$46,584.0	Percent of Roads Not in Good Condition (2001)	61%	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 Maine,1992-2001

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 39**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$29.3	Unobligated balance* (millions)	$8.5	Obligation Rate	62%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 34**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$188.0	Unobligated Balance* (millions)	$28.6	Obligation Rate	77%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	10%	Percent of Structurally Deficient Local Bridges (2001)	21%
			Total Number of Structurally Deficient Bridges (2001)			354
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 24**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$58.4	Unobligated Balance* (millions)	$11.8	Obligation Rate	79%
	Outcomes					
	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
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 34**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$73.3	Unobligated balance* (millions)	$36.9	Obligation Rate	47%
	Outcomes					
	Average annual traffic deaths, 2000-2001	624	Estimated yearly cost of Traffic Fatalities (millions)	$1,684.8	Average Yearly Safety Spending Per Traffic Fatality	$68,117.5
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 11**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$450.1	Unobligated Balance* (millions)	$75.7	Obligation Rate	58%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-2%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Percent of Structurally Deficient Local Bridges (2001)	12%
			Total Number of Structurally Deficient Bridges (2001)			436
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 11**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$358.2	Unobligated Balance* (millions)	$102.7	Obligation Rate	71%
	Outcomes					
	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%
Road Conditions	**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)	$87.5	Average Yearly Spending on New Road Capacity (millions)	$89.2	Share of Funds to Road Repair	25%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$63,016.7	Percent of Roads Not in Good Condition (2001)	45%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	65%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 16**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$81.6	Unobligated balance* (millions)	$74.7	Obligation Rate	26%
	Outcomes					
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 30**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$1,157.1	Unobligated Balance* (millions)	$140.5	Obligation Rate	65%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	13%	Percent of Structurally Deficient Local Bridges (2001)	17%
			Total Number of Structurally Deficient Bridges (2001)			696
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 22**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$381.0	Unobligated Balance* (millions)	$89.1	Obligation Rate	79%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 36**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$148.0	Unobligated balance* (millions)	$57.6	Obligation Rate	69%
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 42**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$841.9	Unobligated Balance* (millions)	$211.0	Obligation Rate	75%
	Outcomes					
	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%
			Total Number of Structurally Deficient Bridges (2001)			2,012
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 25**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$304.4	Unobligated Balance* (millions)	$59.6	Obligation Rate	80%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 5**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	N/A	Unobligated balance* (millions)	$16.6	Obligation Rate	N/A
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 15**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$260.1	Unobligated Balance* (millions)	$67.5	Obligation Rate	88%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	7%	Percent of Structurally Deficient Local Bridges (2001)	12%
			Total Number of Structurally Deficient Bridges (2001)			1,221
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 10**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$103.0	Unobligated Balance* (millions)	$30.1	Obligation Rate	71%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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 (2001)	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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 2**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$63.7	Unobligated balance* (millions)	$1.2	Obligation Rate	100%
	Outcomes					
	Average annual traffic deaths, 2000-2001	867	Estimated yearly cost of Traffic Fatalities (millions)	$2,339.6	Average Yearly Safety Spending Per Traffic Fatality	$16,287.7
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 45**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$427.2	Unobligated Balance* (millions)	$70.4	Obligation Rate	85%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-11%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	12%	Percent of Structurally Deficient Local Bridges (2001)	31%
			Total Number of Structurally Deficient Bridges (2001)			3,694
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: N/A**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$57.1	Unobligated Balance* (millions)	$7.6	Obligation Rate	86%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	1.1	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	2.0	Percent Change	88%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 2**					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	$64.5	Average Yearly Spending on New Road Capacity (millions)	$81.7	Share of Funds to Road Repair	28%
	Outcomes					
	Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	$14,858.4	Percent of Roads Not in Good Condition (2001)	61%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	72%

* 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

Traffic Safety	**National Rank in Least Spending Per Traffic Fatality: 19**					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	$105.4	Unobligated balance* (millions)	$34.6	Obligation Rate	72%
	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
Bridge Conditions	**National Rank in Lowest Percent of Structurally Deficient Bridges: 49**					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	$960.8	Unobligated Balance* (millions)	$209.1	Obligation Rate	70%
	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%
			Total Number of Structurally Deficient Bridges (2001)			6,083
Air Quality	**National Rank in Lowest Obligation Rate for CMAQ Program: 30**					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	$138.2	Unobligated Balance* (millions)	$24.1	Obligation Rate	82%
	Outcomes					
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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%

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** 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.