

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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 35					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$50.9	Unobligated balance* (millions)	\$4.6	Obligation Rate	82%
	Outcomes					
Average annual traffic deaths, 2000-2001	234	Estimated yearly cost of Traffic Fatalities (millions)	\$630.5	Average Yearly Safety Spending Per Traffic Fatality	\$74,357.4	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 20					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$137.5	Unobligated Balance* (millions)	\$4.9	Obligation Rate	92%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	3%	Percent of Structurally Deficient Local Bridges (2001)	19%
		Total Number of Structurally Deficient Bridges (2001)			570	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 6					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$64.0	Unobligated Balance* (millions)	\$20.9	Obligation Rate	67%
	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: 35					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$104.4	Average Yearly Spending on New Road Capacity (millions)	\$21.1	Share of Funds to Road Repair	63%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$56,604.6	Percent of Roads Not in Good Condition (2001)	27%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	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 Nebraska, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 27					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$51.3	Unobligated balance* (millions)	\$9.0	Obligation Rate	84%
	Outcomes					
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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 38					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$263.7	Unobligated Balance* (millions)	\$7.6	Obligation Rate	75%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-13%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	6%	Percent of Structurally Deficient Local Bridges (2001)	23%
		Total Number of Structurally Deficient Bridges (2001)			2,676	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: N/A					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$55.3	Unobligated Balance* (millions)	\$18.5	Obligation Rate	66%
	Outcomes					
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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 17					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$41.3	Unobligated balance* (millions)	\$9.8	Obligation Rate	78%
	Outcomes					
Average annual traffic deaths, 2000-2001	318	Estimated yearly cost of Traffic Fatalities (millions)	\$858.6	Average Yearly Safety Spending Per Traffic Fatality	\$31,431.4	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 3					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$76.7	Unobligated Balance* (millions)	\$20.6	Obligation Rate	73%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	3%	Percent of Structurally Deficient Local Bridges (2001)	9%
		Total Number of Structurally Deficient Bridges (2001)			67	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 2					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$76.3	Unobligated Balance* (millions)	\$32.2	Obligation Rate	58%
	Outcomes					
Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	1.3	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	0.7	Percent Change	-44%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 47					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$33.2	Average Yearly Spending on New Road Capacity (millions)	\$48.9	Share of Funds to Road Repair	28%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$141,420.1	Percent of Roads Not in Good Condition (2001)	8%	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 Hampshire, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 45					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$29.5	Unobligated balance* (millions)	\$4.4	Obligation Rate	77%
	Outcomes					
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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 35					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$155.2	Unobligated Balance* (millions)	\$45.6	Obligation Rate	75%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	10%	Percent of Structurally Deficient Local Bridges (2001)	23%
		Total Number of Structurally Deficient Bridges (2001)			386	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 8					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$58.8	Unobligated Balance* (millions)	\$18.9	Obligation Rate	68%
	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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 33					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$100.2	Unobligated balance* (millions)	\$28.2	Obligation Rate	83%
	Outcomes					
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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 32					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$1,438.8	Unobligated Balance* (millions)	\$120.7	Obligation Rate	89%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-10%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	13%	Percent of Structurally Deficient Local Bridges (2001)	19%
		Total Number of Structurally Deficient Bridges (2001)			930	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 26					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$663.0	Unobligated Balance* (millions)	\$127.9	Obligation Rate	80%
	Outcomes					
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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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 (2001)	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 13					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$60.6	Unobligated balance* (millions)	\$17.1	Obligation Rate	51%
	Outcomes					
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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 14					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$91.0	Unobligated Balance* (millions)	\$29.7	Obligation Rate	67%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	8%	Percent of Structurally Deficient Local Bridges (2001)	14%
		Total Number of Structurally Deficient Bridges (2001)			348	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 12					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$59.9	Unobligated Balance* (millions)	\$16.8	Obligation Rate	72%
	Outcomes					
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	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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 (2001)	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 47					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$186.3	Unobligated balance* (millions)	\$6.1	Obligation Rate	113%
	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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 29					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$2,929.5	Unobligated Balance* (millions)	\$413.6	Obligation Rate	83%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-43%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	10%	Percent of Structurally Deficient Local Bridges (2001)	18%
		Total Number of Structurally Deficient Bridges (2001)			2,405	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 32					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$1,154.0	Unobligated Balance* (millions)	\$147.5	Obligation Rate	88%
	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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$41,811.3	Percent of Roads Not in Good Condition (2001)	50%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	75%	

* 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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 20					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$146.6	Unobligated balance* (millions)	\$27.6	Obligation Rate	85%
	Outcomes					
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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 33					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$795.9	Unobligated Balance* (millions)	\$129.8	Obligation Rate	85%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-9%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	11%	Percent of Structurally Deficient Local Bridges (2001)	17%
		Total Number of Structurally Deficient Bridges (2001)			2,513	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 15					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$129.9	Unobligated Balance* (millions)	\$34.9	Obligation Rate	73%
	Outcomes					
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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 24					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$40.4	Unobligated balance* (millions)	\$6.4	Obligation Rate	69%
	Outcomes					
Average annual traffic deaths, 2000-2001	96	Estimated yearly cost of Traffic Fatalities (millions)	\$257.9	Average Yearly Safety Spending Per Traffic Fatality	\$44,051.5	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 43					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$72.3	Unobligated Balance* (millions)	\$19.7	Obligation Rate	77%
	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)	29%
			Total Number of Structurally Deficient Bridges (2001)		871	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: N/A					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$57.6	Unobligated Balance* (millions)	\$8.3	Obligation Rate	85%
	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: 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%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$38,578.6	Percent of Roads Not in Good Condition (2001)	43%	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 Ohio, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 37					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$166.7	Unobligated balance* (millions)	\$0.0	Obligation Rate	103%
	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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 22					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$1,086.7	Unobligated Balance* (millions)	\$285.0	Obligation Rate	68%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	7%	Percent of Structurally Deficient Local Bridges (2001)	15%
		Total Number of Structurally Deficient Bridges (2001)			3,305	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 29					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$452.2	Unobligated Balance* (millions)	\$81.4	Obligation Rate	82%
	Outcomes					
Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	60.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	58.8	Percent Change	-3%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 43					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$241.7	Average Yearly Spending on New Road Capacity (millions)	\$89.0	Share of Funds to Road Repair	40%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$88,384.9	Percent of Roads Not in Good Condition (2001)	30%	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 Oklahoma, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 22					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$82.8	Unobligated balance* (millions)	\$6.5	Obligation Rate	99%
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 50					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$516.2	Unobligated Balance* (millions)	\$125.2	Obligation Rate	79%
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: N/A					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$56.5	Unobligated Balance* (millions)	\$7.4	Obligation Rate	87%
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)	\$90.3	Average Yearly Spending on New Road Capacity (millions)	\$91.3	Share of Funds to Road Repair	34%
Road Conditions	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 Oregon, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 32					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$59.0	Unobligated balance* (millions)	\$22.3	Obligation Rate	68%
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 4					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$404.4	Unobligated Balance* (millions)	\$58.0	Obligation Rate	68%
Air Quality	Outcomes					
	Average annual traffic deaths, 2000-2001	470	Estimated yearly cost of Traffic Fatalities (millions)	\$1,267.7	Average Yearly Safety Spending Per Traffic Fatality	\$65,983.5
	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%
Road Conditions	National Rank in Lowest Obligation Rate for CMAQ Program: 23					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$74.6	Unobligated Balance* (millions)	\$15.1	Obligation Rate	79%
Road Conditions	Outcomes					
	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 Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3					
Road Conditions	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%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$14,910.8	Percent of Roads Not in Good Condition (2001)	81%	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 Pennsylvania, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 29					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$126.9	Unobligated balance* (millions)	\$45.7	Obligation Rate	73%
	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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 47					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$2,883.5	Unobligated Balance* (millions)	\$125.5	Obligation Rate	56%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	22%	Percent of Structurally Deficient Local Bridges (2001)	27%
		Total Number of Structurally Deficient Bridges (2001)			5,390	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 14					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$612.7	Unobligated Balance* (millions)	\$164.2	Obligation Rate	73%
	Outcomes					
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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 26					
	Spending					
	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%
	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 50					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$26.4	Unobligated balance* (millions)	\$1.9	Obligation Rate	75%
	Outcomes					
Average annual traffic deaths, 2000-2001	81	Estimated yearly cost of Traffic Fatalities (millions)	\$217.4	Average Yearly Safety Spending Per Traffic Fatality	\$335,847.7	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 48					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$232.5	Unobligated Balance* (millions)	\$73.5	Obligation Rate	69%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	7%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	24%	Percent of Structurally Deficient Local Bridges (2001)	29%
			Total Number of Structurally Deficient Bridges (2001)		187	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 34					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$67.3	Unobligated Balance* (millions)	\$6.4	Obligation Rate	90%
	Outcomes					
Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	5.4	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	6.7	Percent Change	24%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	Outcomes					
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 Condition (2001)	86%	

* 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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 11					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$83.2	Unobligated balance* (millions)	\$4.1	Obligation Rate	97%
	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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 26					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$341.5	Unobligated Balance* (millions)	\$28.7	Obligation Rate	95%
	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)	15%
		Total Number of Structurally Deficient Bridges (2001)			1,187	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 4					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$61.5	Unobligated Balance* (millions)	\$20.3	Obligation Rate	67%
	Outcomes					
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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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 (2001)	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 6					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$42.9	Unobligated balance* (millions)	\$7.3	Obligation Rate	71%
	Outcomes					
Average annual traffic deaths, 2000-2001	172	Estimated yearly cost of Traffic Fatalities (millions)	\$464.4	Average Yearly Safety Spending Per Traffic Fatality	\$20,489.6	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 46					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$108.4	Unobligated Balance* (millions)	\$28.0	Obligation Rate	74%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	13%	Percent of Structurally Deficient Local Bridges (2001)	32%
		Total Number of Structurally Deficient Bridges (2001)			1,398	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: N/A					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$58.4	Unobligated Balance* (millions)	\$0.5	Obligation Rate	99%
	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: 11					
	Spending					
	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%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$21,232.8	Percent of Roads Not in Good Condition (2001)	72%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 10					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$107.1	Unobligated balance* (millions)	\$6.8	Obligation Rate	90%
	Outcomes					
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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 13					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$615.9	Unobligated Balance* (millions)	\$150.1	Obligation Rate	76%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-11%	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)			1,760	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 17					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$116.9	Unobligated Balance* (millions)	\$30.8	Obligation Rate	73%
	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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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 (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.

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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 9					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$393.9	Unobligated balance* (millions)	\$70.8	Obligation Rate	86%
	Outcomes					
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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 6					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$1,188.1	Unobligated Balance* (millions)	\$202.3	Obligation Rate	78%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-6%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	2%	Percent of Structurally Deficient Local Bridges (2001)	14%
		Total Number of Structurally Deficient Bridges (2001)			3,182	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 13					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$950.5	Unobligated Balance* (millions)	\$263.9	Obligation Rate	72%
	Outcomes					
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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 14					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$39.2	Unobligated balance* (millions)	\$10.4	Obligation Rate	76%
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 31					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$126.4	Unobligated Balance* (millions)	\$34.4	Obligation Rate	71%
Air Quality	Outcomes					
	Average annual traffic deaths, 2000-2001	333	Estimated yearly cost of Traffic Fatalities (millions)	\$897.8	Average Yearly Safety Spending Per Traffic Fatality	\$30,046.4
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	0%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	14%	Percent of Structurally Deficient Local Bridges (2001)	15%
Road Conditions	National Rank in Lowest Obligation Rate for CMAQ Program: 38					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$67.8	Unobligated Balance* (millions)	\$3.9	Obligation Rate	94%
Road Conditions	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	8.0	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	6.7	Percent Change	-16%
	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 14					
Road Conditions	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$59.7	Average Yearly Spending on New Road Capacity (millions)	\$47.3	Share of Funds to Road Repair	43%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$27,994.1	Percent of Roads Not in Good Condition (2001)	59%	Percent of Urban & Suburban Roads Not in Good Condition (2001)	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 Vermont, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 48					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$25.7	Unobligated balance* (millions)	\$14.2	Obligation Rate	50%
	Outcomes					
Average annual traffic deaths, 2000-2001	84	Estimated yearly cost of Traffic Fatalities (millions)	\$226.8	Average Yearly Safety Spending Per Traffic Fatality	\$176,105.6	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 36					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$154.8	Unobligated Balance* (millions)	\$26.5	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)	16%	Percent of Structurally Deficient Local Bridges (2001)	17%
		Total Number of Structurally Deficient Bridges (2001)			452	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: N/A					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$57.4	Unobligated Balance* (millions)	\$5.8	Obligation Rate	88%
	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: 22					
	Spending					
	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%
	Outcomes					
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 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 Virginia, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 38					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$107.8	Unobligated balance* (millions)	\$44.1	Obligation Rate	66%
	Outcomes					
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	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 16					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$674.4	Unobligated Balance* (millions)	\$150.2	Obligation Rate	42%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-2%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	8%	Percent of Structurally Deficient Local Bridges (2001)	12%
		Total Number of Structurally Deficient Bridges (2001)			1,222	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 3					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$243.1	Unobligated Balance* (millions)	\$81.2	Obligation Rate	66%
	Outcomes					
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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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 (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 Washington, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 28					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	N/A	Unobligated balance* (millions)	\$30.0	Obligation Rate	N/A
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 7					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$748.5	Unobligated Balance* (millions)	\$189.9	Obligation Rate	79%
Air Quality	Outcomes					
	Average annual traffic deaths, 2000-2001	640	Estimated yearly cost of Traffic Fatalities (millions)	\$1,728.0	Average Yearly Safety Spending Per Traffic Fatality	\$61,001.2
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-4%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	7%	Percent of Structurally Deficient Local Bridges (2001)	7%
Road Conditions	National Rank in Lowest Obligation Rate for CMAQ Program: 37					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$179.5	Unobligated Balance* (millions)	\$13.9	Obligation Rate	92%
Road Conditions	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 Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 20					
Road Conditions	Spending					
	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%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$35,562.3	Percent of Roads Not in Good Condition (2001)	47%	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 West Virginia, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 40					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$40.9	Unobligated balance* (millions)	\$13.5	Obligation Rate	69%
	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	
Bridge Conditions	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%
	Outcomes					
	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%
		Total Number of Structurally Deficient Bridges (2001)			1,172	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 9					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$57.8	Unobligated Balance* (millions)	\$18.2	Obligation Rate	68%
	Outcomes					
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%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good 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%
	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

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 12					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$121.9	Unobligated balance* (millions)	\$26.4	Obligation Rate	82%
	Outcomes					
Average annual traffic deaths, 2000-2001	781	Estimated yearly cost of Traffic Fatalities (millions)	\$2,108.7	Average Yearly Safety Spending Per Traffic Fatality	\$29,048.9	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 28					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$324.9	Unobligated Balance* (millions)	\$21.9	Obligation Rate	99%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-11%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	11%	Percent of Structurally Deficient Local Bridges (2001)	16%
		Total Number of Structurally Deficient Bridges (2001)			1,862	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: 5					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$154.3	Unobligated Balance* (millions)	\$50.7	Obligation Rate	67%
	Outcomes					
Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	5.1	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	10.6	Percent Change	107%	
Road Conditions	National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 24					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	\$181.2	Average Yearly Spending on New Road Capacity (millions)	\$41.9	Share of Funds to Road Repair	57%
	Outcomes					
Average Yearly Spending on Repair Per Mile of Roadway Not in Good Condition, 1992-2001 (millions)	\$40,276.1	Percent of Roads Not in Good Condition (2001)	42%	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 Wyoming, 1992-2001

Traffic Safety	National Rank in Least Spending Per Traffic Fatality: 26					
	Funds Available					
	STP Safety Program Apportionments 1992-2001 (millions)	\$33.2	Unobligated balance* (millions)	\$2.8	Obligation Rate	94%
	Outcomes					
Average annual traffic deaths, 2000-2001	169	Estimated yearly cost of Traffic Fatalities (millions)	\$456.3	Average Yearly Safety Spending Per Traffic Fatality	\$55,488.5	
Bridge Conditions	National Rank in Lowest Percent of Structurally Deficient Bridges: 25					
	Funds Available					
	Apportionments for Bridge Repair, 1992-2001 (millions)	\$71.9	Unobligated Balance* (millions)	\$8.2	Obligation Rate	83%
	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%
		Total Number of Structurally Deficient Bridges (2001)			389	
Air Quality	National Rank in Lowest Obligation Rate for CMAQ Program: N/A					
	Funds Available					
	Total CMAQ Apportionments, 1992-2001 (millions)	\$57.2	Unobligated Balance* (millions)	\$2.1	Obligation Rate	96%
	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: 46					
	Spending					
	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%
	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.