The $300 Billion Question:

Are We Buying a Better Transportation System?

Surface Transportation Policy Project (STPP)
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EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

Fixing it First? Prioritizing Road and Bridge Repairs

- Pavement conditions for all major U.S. roadways (federal-aid roads) improved over the last decade as a result of targeted funding programs in ISTEA and TEA-21 — down from 70.1% of all major roads in less than good condition in 1994 to 49.9% in 2001 — but could have improved even more significantly had states and Congress adopted a stronger "fix it first" policy and closed accounting loopholes in the current law.

- For many states, tremendous political pressure exists to spend federal transportation funds building new highways even while existing roads and bridges remain in dire need of repair; 11 of the worst 20 states on STPP's "pothole index" (see new STPP Road Condition decoder) spent more on new roads and bridges than they did on fixing existing roads and bridges.

- While pavement conditions improved overall in the U.S., there was tremendous variation among the states and among different types of roadways; Interstate highways improved the most of any road type over the last ten years due to the new Interstate Maintenance program enacted as a part of ISTEA – dropping from 60% of Interstates in less than good condition in 1994 to 34% in less than good condition in 2001; urban and suburban roads off the Interstate system improved the least.

- Bridge conditions improved from 1992 to 2001, with the structural deficiency rate for the nation's bridges dropping from 20.7 percent deficient in 1992 to 14.2 percent deficient in 2001; similar to the improvements in Interstate highways over this same time period, these changes can be attributed to dedicated bridge repair funding in ISTEA and TEA-21 through the federal Bridge repair program.

- Bridge structural deficiency rates actually increased in ten states from 1992 to 2001: Alaska, California, Hawaii, Iowa, Montana, New Mexico, South Carolina, South Dakota, Utah, and Wyoming.

- Of the five core funding programs under ISTEA and TEA-21, the federal Bridge repair program has been by far the most neglected: states collectively have invested less than three of four dollars that were available (a 73% obligation rate) under the federal Bridge program. This means that states left $7.9 billion in Bridge money on the table, over ten years, in favor of funding other programs.

- In the last ten years, spending on new road capacity increased from $4.7 billion in 1992 to $7.5 billion in 2001. After the passage of TEA-21, which increased overall federal surface transportation spending by more than 40 percent, spending on new road capacity grew at a faster rate than road and bridge repair.

- Spending on repairs decreased as a share of all spending in 25 states. In another five states, the absolute dollars spent annually on road and bridge repair actually *decreased* during the first four years of TEA-21, relative to ISTEA spending – despite the influx of new money.

- Nationwide, highway lane miles in metropolitan (urban and suburban) areas increased by over 13 percent from 1990 to 2000, while existing road and bridge repair needs often remained underfunded.

- These findings should prompt Congress, as it renews the popular TEA-21 law in 2003, to provide even stronger "fix it first" policies and incentives to states to assure further attention to maintaining existing roads and bridges.

Improving Traffic Safety: Reducing Deaths and Injuries through Safer Streets

KEY SUMMARY POINTS:

- Traffic safety is a transportation issue that typically gets more lip service than it does funding. Despite traffic crashes being the leading cause of death for Americans aged 4 to 33, states failed to spend $1 billion in targeted federal traffic safety funds (from the STP Safety Set-aside Program) over the last ten years. Overall spending on traffic safety from all federal transportation programs also decreased by 20 percent between the ISTEA funding period (FY92-FY97) and the initial TEA-21 funding period (FY98-FY01).

- Engineers have traditionally responded to traffic safety concerns by proposing the construction of wider and straighter roads. However, new research is suggesting that traditional so-called road "safety improvements" such as widenings may actually lead to increases in fatalities and injuries because they increase travel speeds.

- Pedestrian and bicyclist safety in particular have been ignored. While bicyclists and pedestrians represent 14 percent of all traffic fatalities in the U.S., they receive less than one percent of all federal road spending.

- The upcoming reauthorization of TEA-21 offers an excellent opportunity to make improving traffic safety a real priority. Legislators working on the bill should close the loophole that allows states to spend federal funds intended for safety on other programs. California's innovative Safe Routes to School laws, which make it safer for children to walk or bicycle to school, should be adopted as a national program. Additional incentives should be put in place to encourage states to address safety concerns with less costly traffic calming measures and bicycle and pedestrian safety improvements.

Clearing the Air: Spending Trends Under the CMAQ program

KEY SUMMARY POINTS:

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

- Each state receives CMAQ funding based on the population of local areas that are in non-compliance, or seeking to maintain compliance, with national standards for ozone and carbon monoxide; in 2001, that amounted to over 100 million Americans nationwide, more than a third of the total population.

- CMAQ funds are largely spent on Transportation Control Measures (TCMs) such as improving public transit service, traffic signalization and other traffic flow improvements, trip reduction and ride-sharing initiatives, and pedestrian and bicycle facilities. Under the CMAQ program, more than $9 billion was spent over the ten fiscal years (FY 1992-2001) to provide greater mobility and improve air quality in non-attainment and maintenance areas. Of that, more than $4 billion has been used for transit projects and about $3 billion has been spent on traffic flow improvements.

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

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

- CMAQ spending (at an obligation rate of 81 percent) is significantly lower than the 93.6 percent obligation rate for the National Highway System (NHS) program. At the state level, there is evidence of states lagging behind dangerously on the CMAQ program (see STPP's new CMAQ decoder, Table 1), while they over-spend on traditional highway programs such as the NHS program. Six states with non-attainment areas had poor spending records on CMAQ, while obligating more than 100 percent of available NHS funds.

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

RECOMMENDATIONS: IMPROVING ACCOUNTABILITY & PERFORMANCE IN THE TRANSPORTATION SECTOR

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

(1) Require Clearer Goals and Reward Performance:

☑ Require goals and performance measures for all transportation agencies that use federal transportation funds. Agencies must demonstrate progress towards meeting goals in annual reports made available to the public.

☑ Reward states and metropolitan planning organizations that show significant progress and effort towards meeting their stated goals with financial incentives including higher federal match for projects.

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

☑ The new federal transportation law should match apportionments with obligation limits each year – or assign obligation limits to specific programs – in order to close the loophole that allows overspending in some categories and underspending in others.

☑ Require demonstration of meeting crucial program goals before allowing transfer of funds out of key road and bridge repair, traffic safety and air quality programs for other purposes.

(3) Build more Transparency into Transportation Finance:

☑ Publish annual federal transportation spending information, including program and project type information.

☑ Require states to publish annual state and local transportation spending including program and project level information.

☑ Publish annual declarations for intended use of federal transportation funds.

☑ Publish financial audits of transportation agencies at least once every three years including rigorous analysis of the use of innovative finance tools like GARVEE bonds.

☑ Build better partnerships with local government officials and public interest groups by better advertising the availability of transportation funds.

(4) Remove Regulatory Barriers That Discourage Repair, Maintenance and Operation of Transportation Facilities:

☑ Allow federal transportation funds to be used for routine repair of local roads, streets, sidewalks and trails.

☑ Allow federal transportation funds to be used for the operations of mass transit and paratransit systems, and for intercity rail operations including Amtrak.

(5) Require "Fix-it-First" Provisions for Roads and Bridges Similar to Rules that Currently Exist for Mass Transit Systems:

☑ Require strong "Fix it First" policies and incentives in federal highway programs that ensure new highway investments are made in a fiscally responsible manner and will be protected, repaired and maintained in future years.

☑ Require "smart investment" provisions for federal highway funding that reward commitment to restricting growth around highway facilities to more cost-effectively preserve road capacity and curb unplanned development.

(6) Direct Federal Transportation Dollars Beyond State Agencies to Local Governments:

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

	ROAD REPAIR		BRIDGE REPAIR		TRAFFIC SAFETY		BICYCLE/ PEDESTRIAN SAFETY		AIR QUALITY	
CONDITIONS & PERFORMANCE	States with Highest Percent of Roadway Miles in Less than Good Condition* (2001):		States with Highest Percent of Bridges that Are Structurally Deficient (2001):		States with Highest Traffic Fatality Rates per 100,000 Residents (2000- 2001):		States with Highest Bicycle/Pedestrian Fatality Rates per 100,000 Residents (2000-2001):		States with Largest Increases in Person Days of Unhealthy Air Quality** (1992/1993-2000/2001):	
	Hawaii	89.7%	Oklahoma	33.5%	Wyoming	34.2	Florida	3.73	***Arkansas***	***443.2%***
	Missouri	87.5%	Missouri	25.8%	Mississippi	30.4	New Mexico	3.61	Kansas	216.3%
	Massachusetts	***87.4%***	Rhode Island	25.0%	South Carolina	26.3	Arizona	3.38	Oklahoma	162.0%‡
	Rhode Island	82.9%	***Pennsylvania***	***24.7%***	Montana	25.8	***South Carolina***	***2.93***	Louisiana	138.9%
	California	81.9%	South Dakota	23.3%	***New Mexico***	***24.5***	Hawaii	2.83	Minnesota	130.1%
	Oregon	81.2%	Mississippi	22.0%	***Arkansas***	***23.5***	Delaware	2.78	Nebraska	120.8%‡
	Connecticut	***79.5%***	***Iowa***	***20.1%***	South Dakota	22.8	Louisiana	2.75	Illinois	111.1%
	Arkansas	75.9%	North Dakota	19.3%	Tennessee	22.4	Nevada	2.45	Iowa	110.5%‡
	New Jersey	***74.0%***	Michigan	18.9%	Alabama	22.3	***Mississippi***	***2.42***	***Wisconsin***	***106.7%***
	South Dakota	72.1%	Louisiana	18.2%	West Virginia	21.8	California	2.39	New Mexico	100%
	U.S. Total	49.9%	U.S. Total	14.2%	U.S. Total	14.8	U.S. Total	1.98	U.S. Total	-38.2%
FEDERAL SPENDING (FY1992-FY2001)	States Spending Lowest Percent of Federal Funds (excl. Planning and Engineering) on Road Repair:		States with the Lowest Obligation Rates for the Bridge Repair program:		States with the Lowest Obligation Rates for the Safety program:		States Spending Lowest Percent of Federal Funds on Bicycle/Pedestrian Safety:		States with the Lowest Obligation Rates for the Air Quality program (CMAQ):	
	Massachusetts	***12.4%***	California	41.2%	Massachusetts	25.8%	West Virginia	0.0%	Alaska	46.3%
	Virginia	13.4%	Virginia	42.1%	Maryland	47.4%	***South Carolina***	***0.2%***	Idaho	50.4%‡
	Tennessee	15.9%	Alaska	46.5%	Vermont	49.8%	South Dakota	0.3%	Nevada	57.6%
	Georgia	18.2%	***Iowa***	***55.2%***	***New Mexico***	***51.1%***	Pennsylvania	0.3%	Hawaii	64.6%‡
	North Carolina	20.0%	***Pennsylvania***	***56.4%***	Maine	61.9%	Texas	0.3%	Nebraska	66.1%‡
	South Carolina	21.6%	Maryland	57.7%	***Arkansas***	***64.3%***	New Jersey	0.3%	Virginia	66.3%
	Connecticut	***22.3%***	Massachusetts	65.0%	Virginia	65.6%	Virginia	0.4%	South Carolina	66.7%
	West Virginia	22.5%	Delaware	66.0%	Idaho	65.7%	New York	0.5%	***Wisconsin***	***66.8%***
	New Jersey	***23.7%***	New Mexico	67.4%	Oregon	67.7%	Maryland	0.5%	Montana	67.0%
	Maryland	25.2%	Ohio	67.5%	Michigan	68.7%	***Mississippi***	***0.6%***	***Arkansas***	***67.5%***
	U.S. Total	33.5%	U.S. Total	73.1%	U.S. Total	82.4%	U.S. Total	0.7%	U.S. Total	81.3%

*Where "Less than Good Condition" refers to roads classified as in Poor, Mediocre, or Fair condition.
**Where Person Days of Unhealthy Air is calculated by multiplying the number of people affected by the number of days in which the Air Quality Index (AQI) exceeds 100 during a year, and averaging that value over 2 years.
‡State has no non-attainment areas for ozone or carbon monoxide, yet does receive some minimal CMAQ funding.

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	Missouri	87.5%	Missouri	25.8%	Mississippi	30.4	New Mexico	3.61	Kansas	216.3%
	Massachusetts	***87.4%***	Rhode Island	25.0%	South Carolina	26.3	Arizona	3.38	Oklahoma	162.0%‡
	Rhode Island	82.9%	***Pennsylvania***	***24.7%***	Montana	25.8	***South Carolina***	***2.93***	Louisiana	138.9%
	California	81.9%	South Dakota	23.3%	***New Mexico***	***24.5***	Hawaii	2.83	Minnesota	130.1%
	Oregon	81.2%	Mississippi	22.0%	***Arkansas***	***23.5***	Delaware	2.78	Nebraska	120.8%‡
	Connecticut	***79.5%***	***Iowa***	***20.1%***	South Dakota	22.8	Louisiana	2.75	Illinois	111.1%
	Arkansas	75.9%	North Dakota	19.3%	Tennessee	22.4	Nevada	2.45	Iowa	110.5%‡
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	Tennessee	15.9%	Alaska	46.5%	Vermont	49.8%	South Dakota	0.3%	Nevada	57.6%
	Georgia	18.2%	***Iowa***	***55.2%***	***New Mexico***	***51.1%***	Pennsylvania	0.3%	Hawaii	64.6%‡
	North Carolina	20.0%	***Pennsylvania***	***56.4%***	Maine	61.9%	Texas	0.3%	Nebraska	66.1%‡
	South Carolina	21.6%	Maryland	57.7%	***Arkansas***	***64.3%***	New Jersey	0.3%	Virginia	66.3%
	Connecticut	***22.3%***	Massachusetts	65.0%	Virginia	65.6%	Virginia	0.4%	South Carolina	66.7%
	West Virginia	22.5%	Delaware	66.0%	Idaho	65.7%	New York	0.5%	***Wisconsin***	***66.8%***
	New Jersey	***23.7%***	New Mexico	67.4%	Oregon	67.7%	Maryland	0.5%	Montana	67.0%
	Maryland	25.2%	Ohio	67.5%	Michigan	68.7%	***Mississippi***	***0.6%***	***Arkansas***	***67.5%***
	U.S. Total	33.5%	U.S. Total	73.1%	U.S. Total	82.4%	U.S. Total	0.7%	U.S. Total	81.3%

*Where “Less than Good Condition” refers to roads classified as in Poor, Mediocre, or Fair condition.
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‡State has no non-attainment areas for ozone or carbon monoxide, yet does receive some minimal CMAQ funding.

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	Georgia	2.8%	***Florida***	***2.7%***	Massachusetts	7.1	***New Hampshire***	***0.76***	***Washington***	***-65.7%***
	Nevada	8.0%	Arizona	2.8%	Rhode Island	7.6	North Dakota	0.78	Colorado	-64.5%
	Wyoming	***15.4%***	Nevada	4.4%	***New York***	***7.9***	Iowa	0.87	Oregon	-60.2%
	Florida	19.3%	Oregon	5.0%	New Jersey	8.7	Idaho	0.88	***California***	***-60.2%***
	Kansas	***24.1%***	Delaware	5.7%	Connecticut	9.6	Kansas	0.89	Virginia	-45.2%
	Alabama	24.4%	Texas	6.6%	New Hampshire	10.7	***Vermont***	***0.98***	Nevada	-43.6%
	Montana	***26.6%***	Washington	6.9%	Washington	10.8	Rhode Island	1.00	West Virginia	-40.3%
	Arizona	27.5%	***Colorado***	***7.4%***	Hawaii	11.2	Ohio	1.05	Maryland	-39.7%
	Minnesota	***29.5%***	Idaho	7.9%	California	11.3	Wisconsin	1.08	New Jersey	-35.8%
	Ohio	30.3%	Connecticut	8.7%	***Illinois***	***11.4***	***Minnesota***	***1.09***	Pennsylvania	-33.9%
	U.S. Total	49.9%	U.S. Total	14.2%	U.S. Total	14.8	U.S. Total	1.98	U.S. Total	-38.2%
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	North Dakota	79.4%	Wisconsin	98.8%	***New York***	***112.7%***	Alaska	2.7%	South Dakota	98.9%‡
	South Dakota	73.5%	***Florida***	***97.1%***	Ohio	103.3%	***Vermont***	***2.2%***	Connecticut	98.1%
	Wyoming	***71.6%***	***Colorado***	***96.2%***	***Illinois***	***102.5%***	Delaware	2.0%	Wyoming	96.1%‡
	Montana	***62.6%***	South Carolina	95.1%	Mississippi	100.0%	Nebraska	1.9%	Georgia	94.6%
	Wisconsin	56.7%	Montana	91.6%	Oklahoma	98.6%	Massachusetts	1.8%	Utah	94.0%
	Iowa	55.6%	Arkansas	90.1%	South Carolina	97.2%	***Minnesota***	***1.7%***	***Washington***	***91.9%***
	Kansas	***54.6%***	New Jersey	88.5%	Alabama	95.1%	***New Hampshire***	***1.6%***	***California***	***91.4%***
	Minnesota	***52.6%***	Minnesota	87.5%	Wyoming	94.2%	Arkansas	1.6%	Arizona	91.0%
	New Mexico	49.1%	West Virginia	87.3%	Florida	93.1%	Montana	1.2%	Rhode Island	90.2%
	Idaho	48.8%	Mississippi	85.2%	Delaware	92.8%	Georgia	1.2%	Kentucky	88.8%
	U.S. Total	33.5%	U.S. Total	73.1%	U.S. Total	82.4%	U.S. Total	0.7%	U.S. Total	81.3%

*Where “Less than Good Condition” refers to roads classified as in Poor, Mediocre, or Fair condition.

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

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

The State of Our Nation's Roads

Half of All Major Roads Are in Less Than Good Condition

Reform of federal transportation financing has led to an improvement in the condition of the nation's roadways, though the nation's street and road networks could have improved even more had a stronger emphasis been placed on repair and rehabilitation. In the last ten years of spending under ISTEA and TEA-21, the percent of major roadways (Interstates, Freeways, Expressways, Principal Arterials, and Minor Arterials in rural areas) in good or better condition grew from about 30 percent in 1994* to about 50 percent in 2001. Interstate highways saw the largest improvement, due mostly to a targeted Interstate Maintenance funding program in the federal transportation law. Nationwide, 33.5 percent of federal highway funds (excluding planning and engineering funding) has been spent on repairing and rehabilitating roads, while 25.2 percent has been spent on the expansion of existing roads, or construction of new roads.

However, despite recent improvements, fully 50 percent of roadway miles remain in less than good condition. And in urban and suburban areas, where most of the population lives and most of the driving occurs, 68.4 percent of roadway miles are in poor, mediocre, or fair condition. This figure is extremely high, especially in light of the more than 40 percent statutory increase in federal funding under TEA-21. While some states have embraced the concept of Fix It First, others have not, instead favoring new highway construction over maintenance and repair of existing streets and roads.

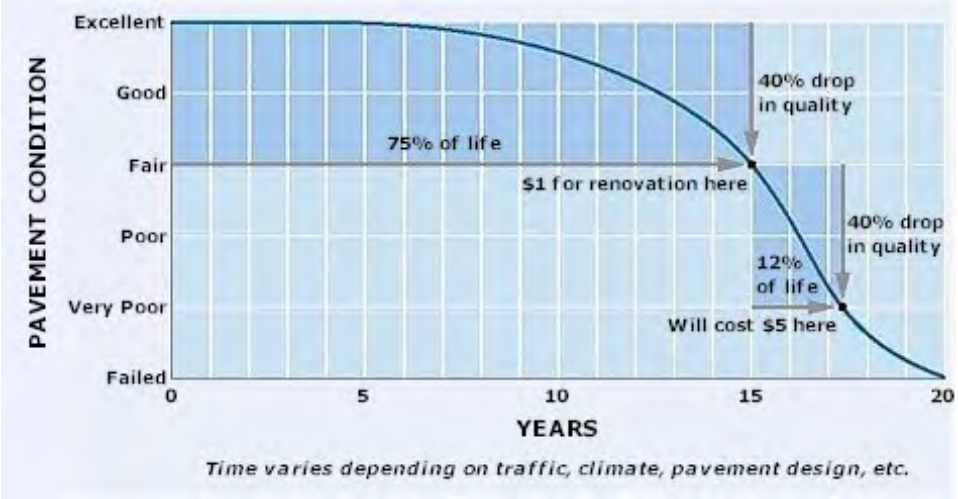
Nearly 70% of the nation's urban and suburban roads are in less than good condition.

Road Conditions Still Poor

As noted above, half of the nation's roadways, and nearly 70 percent of urban roadways, are in poor, mediocre, or fair condition as of 2001, the most recent year for which data is available. As bad as that sounds, it's nothing compared to what drivers in some states must contend with. The state of Hawaii, with 89.7 percent of its roads in less than good condition, has the worst roads in the nation as of 2001. Missouri, where 87.5 percent of all roads are in poor, mediocre, or fair condition, is a close second. In Michigan, nearly 90 percent of urban roads are classified as in less than good condition. And in Massachusetts, more than 88 percent of the state's rural roads were found to be in poor, mediocre, or fair condition.

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

Deferring Maintenance Costs More in the Long Term



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

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

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States Underspend on Road Repair

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

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

Pothole Index

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

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

Conclusion

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

Sources:

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

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

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

For further information, see:

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

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

Rank		Percent of Roads Not in Good Condition (1994)	Percent of Roads Not in Good Condition (2001)	Percent of Urban and Suburban Roads Not in Good Condition (2001)	Share of Funds to Road Repair (1992-2001)	Average Yearly Spending on Road Repair (millions)	Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition
1	Virginia	84.3%	66.4%	76.7%	13.4%	$55.6	$11,289
2	Mississippi	73.3%	60.7%	71.7%	28.0%	$64.5	$14,858
3	Oregon	71.0%	81.2%	88.4%	34.3%	$76.1	$14,911
4	Nebraska	72.6%	46.7%	88.1%	39.2%	$57.0	$15,745
5	Arkansas	N/A*	75.9%	88.2%	30.4%	$79.5	$16,642
6	Colorado	64.8%	54.0%	72.6%	42.4%	$75.0	$17,498
7	North Carolina	79.0%	61.5%	65.7%	20.0%	$90.4	$18,607
8	South Carolina	50.4%	42.0%	60.0%	21.6%	$55.9	$19,662
9	Massachusetts	N/A*	87.4%	86.8%	12.4%	$57.6	$19,992
10	Missouri	76.5%	87.5%	91.9%	35.8%	$155.0	$20,218
11	South Dakota	78.8%	72.1%	70.9%	73.5%	$99.4	$21,233
12	Tennessee	58.8%	31.9%	38.3%	15.9%	$60.1	$24,427
13	California	65.5%	81.9%	91.9%	26.4%	$450.1	$26,901
14	Utah	26.6%	58.8%	60.5%	43.0%	$59.7	$27,994
15	Iowa	70.9%	53.4%	71.8%	55.6%	$137.2	$28,950
16	Texas	99.1%	55.9%	77.3%	33.2%	$421.3	$29,705
17	West Virginia	N/A*	55.6%	51.1%	22.5%	$57.2	$30,466
18	Michigan	57.6%	65.4%	89.7%	39.8%	$215.4	$31,943
19	Kentucky	68.8%	43.0%	52.5%	26.1%	$76.0	$34,048
20	Washington	94.9%	46.9%	52.8%	26.8%	$90.0	$35,562
21	North Dakota	84.3%	43.5%	65.5%	79.4%	$103.6	$38,579
22	Vermont	61.0%	51.0%	65.0%	42.6%	$29.4	$38,776
23	Illinois	82.4%	56.4%	66.6%	41.2%	$270.3	$38,917
24	Wisconsin	59.1%	42.5%	76.4%	56.7%	$181.2	$40,276
25	Connecticut	80.4%	79.5%	80.6%	22.3%	$61.8	$40,815
26	Pennsylvania	N/A*	64.9%	76.2%	40.7%	$322.7	$41,343
27	New York	69.1%	49.6%	74.6%	26.3%	$221.9	$41,811
28	New Jersey	N/A*	74.0%	82.3%	23.7%	$95.4	$44,082
29	Maine	49.8%	40.6%	56.4%	43.9%	$44.6	$45,915
30	Idaho	93.1%	33.9%	62.2%	48.8%	$60.0	$46,149
31	Louisiana	69.9%	61.1%	75.9%	46.7%	$128.7	$46,584
32	Minnesota	93.1%	29.5%	44.8%	52.6%	$160.7	$46,676
33	New Mexico	68.2%	35.3%	69.0%	49.1%	$93.7	$51,094
34	Kansas	55.7%	24.1%	66.3%	54.6%	$109.5	$51,489
35	Montana	81.5%	26.6%	69.0%	62.6%	$104.4	$56,605
36	Hawaii	N/A*	89.7%	89.3%	25.5%	$33.6	$57,830
37	Rhode Island	91.3%	82.9%	85.5%	34.5%	$32.1	$61,536
38	Maryland	77.0%	45.4%	65.4%	25.2%	$87.5	$63,017
39	Alabama	30.7%	24.4%	26.3%	34.3%	$124.5	$66,213
40	Indiana	63.3%	37.2%	59.4%	38.0%	$156.8	$66,354
41	New Hampshire	40.5%	36.7%	40.4%	43.2%	$35.5	$69,926
42	Delaware	76.2%	55.1%	57.4%	33.2%	$23.4	$84,612
43	Ohio	31.4%	30.3%	52.7%	39.6%	$241.7	$88,385
44	Arizona	39.6%	27.5%	36.2%	39.6%	$109.2	$102,376
45	Florida	68.4%	19.3%	27.7%	30.6%	$220.4	$104,507
46	Wyoming	94.4%	15.4%	37.5%	71.6%	$82.4	$120,988
47	Nevada	43.3%	8.0%	40.0%	28.3%	$33.2	$141,420
48	Georgia	N/A*	2.8%	9.8%	18.2%	$102.5	$321,394
	Alaska	N/A*	N/A*	N/A*	45.8%	$87.0	N/A*
	Oklahoma	82.6%	N/A*	N/A*	33.7%	$90.3	N/A*
	United States	**70.1%**	**49.9%**	**68.4%**	**33.5%**	**$5,904.6**	**$35,128**

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

The Federal Bridge Program

How States Under-Fund Bridge Safety

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

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

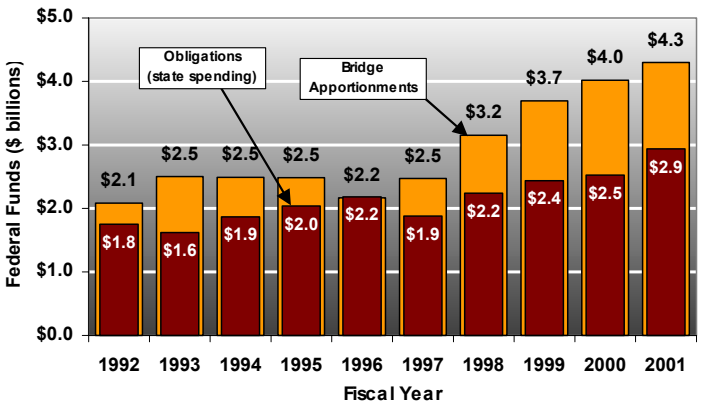
Bridge Safety a Low Priority in Many States

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

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

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

Bridge Program Under-Spending, 1993-2001



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

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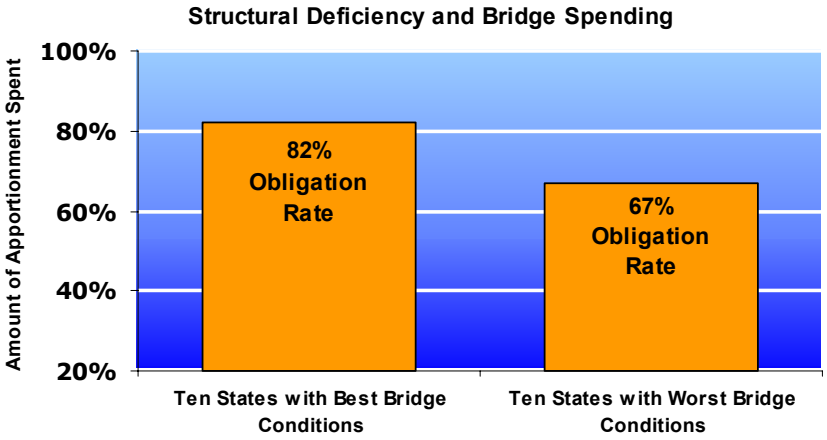
How States Short-Change Bridge Repair

States that under-fund bridge safety do so in a variety of ways. Most take advantage of a loophole in the TEA-21 funding mechanism resulting from the discrepancy between state apportionments, which are specified by program (Interstate Maintenance, Bridge, etc.), and obligation authority, which is not. As detailed in STPP's decoder, "The Transportation Funding Loophole," it is left to states to decide how to allocate overall budget dollars among various programs. Often, states use their discretion to fully fund traditional highway building programs while under-funding critical repair needs like the bridge program. Several such states are ones that the bridge program's funding formula is designed to help the most.

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

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

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



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

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

Sources:

Federal Highway Administration. *Conditions and Performance Report,* 1999
Federal Highway Administration. *Financing Federal-Aid Highways,* 1999.
STPP, Analysis of FHWA Bridge Classification Information
STPP, "The Transportation Funding Loophole," *Decoding Transportation Policy & Practice #5.*

For further information, see:

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

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

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

*Because of transfers out of the Bridge program into other road programs, the unobligated balance (the unspent apportionment) for the Bridge program is not equal to the difference between apportionment and obligation.

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

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

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

Improving Traffic Safety

Reducing Deaths and Injuries through Safer Streets

Despite the gains that have been made in traffic safety programs in the U.S. over the last several decades through a crackdown on drunk driving, increased seatbelt usage, and the more widespread use of airbags, traffic crashes are still the leading cause of death for Americans between the ages of 4 and 33. In 2001, 42,116 Americans were killed in traffic collisions, up slightly from the 41,945 killed in 2000. Of those killed in 2001, 4,955 were pedestrians and 728 were bicyclists. These tragic deaths occurred even as states failed to spend nearly $1 billion in federal funds specifically allocated for improving traffic safety. The reauthorization of the nation's surface transportation funding bill, TEA-21 offers a significant new opportunity to improve traffic safety and save lives.

In 2001, 42,116 Americans were killed and 3 million injured in traffic collisions.

Traffic Fatalities

On average, nearly 15 out of every 100,000 Americans are killed in traffic collisions each year. Three million more are injured. Most of those killed are drivers or passengers, however pedestrians and bicyclists make up about 14 percent of all traffic deaths.

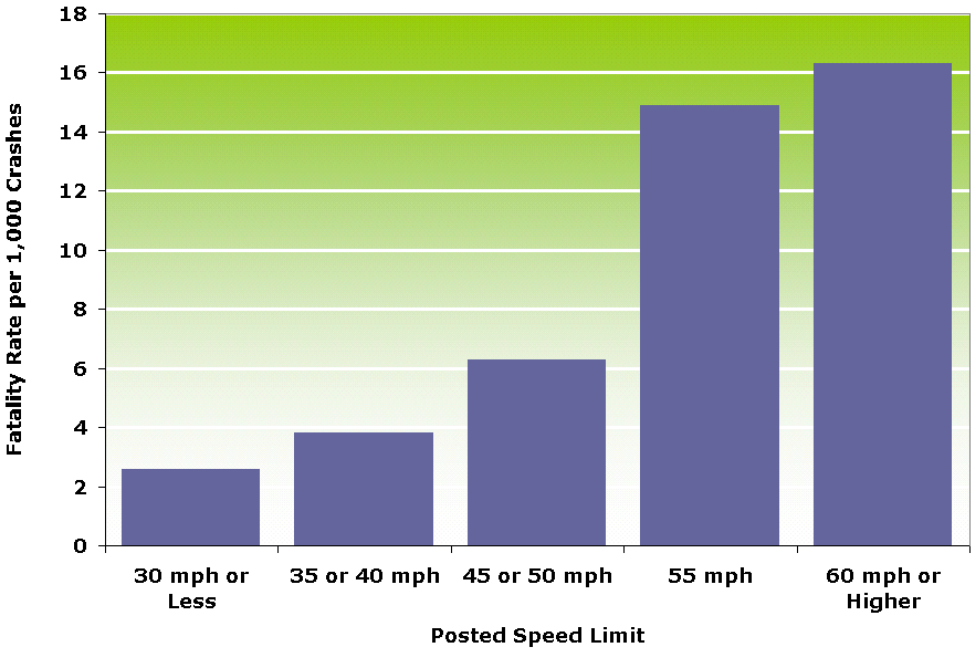
Some states are far more dangerous for those bicycling, walking, riding in, or driving a car. Wyoming, with 34 people killed in traffic accidents per 100,000 residents – more than twice the national average – is the most dangerous of any state in the nation. Mississippi ranks second with more than 30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

States which are relatively safe for car drivers and passengers, may still be unsafe for the most vulnerable users of the transportation system – bicyclists and pedestrians. The state of Florida, for example, falls just about in the middle in its ranking for total traffic fatalities per 100,000 residents. But when pedestrians and bicyclists are broken out of those total numbers, Florida emerges as the most dangerous state in the country, with 3.73 bicyclists and pedestrians killed per 100,000 residents on an annual basis. This statistic is especially alarming given the 29 percent decline in bicycling and walking in that state over the last ten years.

Speed Kills

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

Higher Travel Speeds Result in Higher Traffic Fatality Rates



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

The Debate over Design

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

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

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

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

Trends in Spending

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

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

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

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

Conclusion

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

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

For further information, see:

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

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

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

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

The CMAQ Program: Funding Cleaner Air

More than $2 Billion of Unused Potential

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

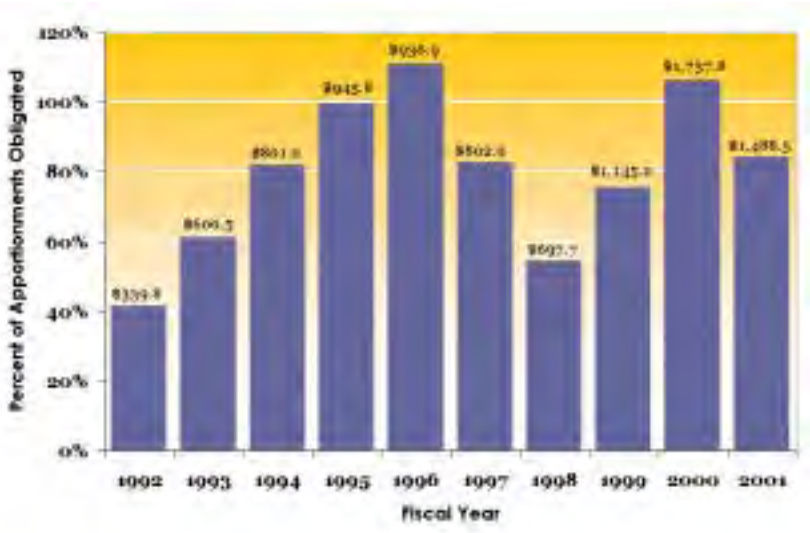
Under the CMAQ program, more than $9 billion has been spent over the last ten fiscal years to provide greater mobility and improve air quality in non-attainment and maintenance areas. Of that, more than $4 billion has been used for transit projects and about $3 billion has gone to traffic flow improvements. Largely because of its explicit focus on improving air quality and funding transportation alternatives, the CMAQ program enjoys broad support from a range of interests, including local elected officials, transportation and air quality administrators, business and community groups and the public. FHWA Administrator Mary Peters recently testified before the Senate Environment and Public Works Committee that TCMs funded through the CMAQ program, "improve our quality of life, by reducing pollution, by relieving congestion, and by allowing us to walk or bike in a more pleasant environment."

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

States Lagging Behind

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

Nationwide CMAQ Program Obligations (FY 1992-2001)



Where dollar figure represents obligations in millions.

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

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

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

Healthy Air a Low Priority to Some States

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

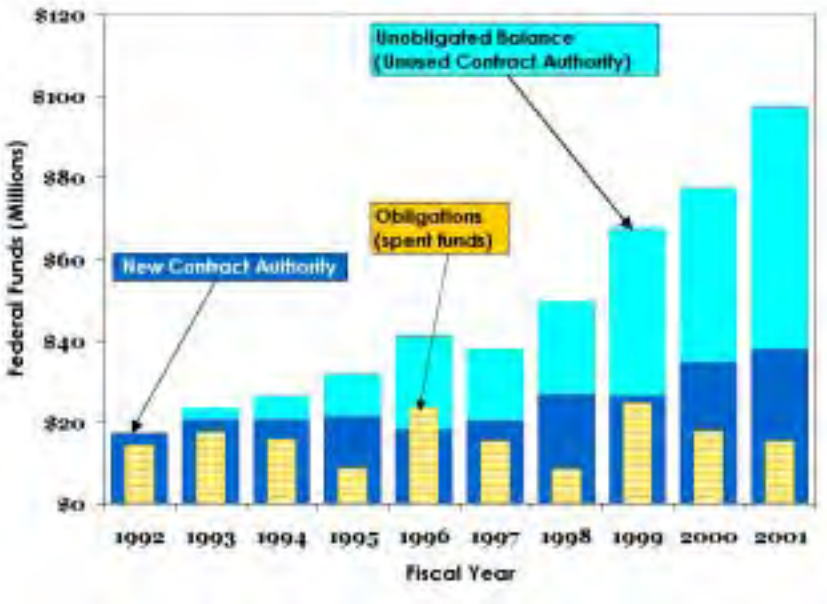
Transportation is the largest single contributor to the region's air pollution, accounting for about 1/3 of ozone-forming VOCs and NOx emissions. To help the region address the problem, the federal government, since 1992, has apportioned more than $655 million in CMAQ funding to the three states which make up the region - Maryland, the District of Columbia, and Virginia. However, despite worsening air quality, those states have obligated only $455 million, or 69.5 percent of the available funds, leaving a balance of about $200 million in unspent federal funds, money which could have been used to improve air quality.

Loopholes Allow Chronic Under-Spending

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

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

Virginia's Chronic Under-Spending of CMAQ Funds



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the CMAQ program at the end of its first ten years. This lost potential results largely from the discrepancy between contract authority, which is specific to each major program, and obligation limitation, which applies to the entire contract authority for a state and is not differentiated by program. As detailed in STPP's *decoder*, "The Transportation Funding Loophole," states can take advantage of this discrepancy to funnel money to highway-building programs while innovative programs such as CMAQ languish.

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

Rank		Person Days of Unhealthy Air Quality* (Avg. 1992-1993)	Person Days of Unhealthy Air Quality* (Avg. 2000-2001)	Total CMAQ Apportionments (1992-2001)	Unobligated Balance**	CMAQ Obligation Rate
1	Alaska	N/A	N/A	$88.8	$26.7	46.3%
2	Nevada	1,328,459	749,364	$76.3	$32.2	57.6%
3	Virginia	98,037,119	53,700,149	$243.1	$81.2	66.3%
4	South Carolina	8,877,907	16,549,492	$61.5	$20.3	66.7%
5	Wisconsin	5,137,713	10,619,990	$154.3	$50.7	66.8%
6	Montana	N/A	N/A	$64.0	$20.9	67.0%
7	Arkansas	1,252,967	6,805,909	$59.2	$19.1	67.5%
8	New Hampshire	54,870	80,738	$58.8	$18.9	67.9%
9	West Virginia	3,356,386	2,003,936	$57.8	$18.2	68.2%
10	Minnesota	1,265,314	2,911,964	$103.0	$30.1	70.6%
11	Maryland	149,585,044	90,206,197	$358.2	$102.7	71.0%
12	New Mexico	0	361,648	$59.9	$16.8	71.6%
13	Texas	163,973,369	244,340,770	$950.5	$263.9	71.9%
14	Pennsylvania	178,071,730	117,710,941	$612.7	$164.2	72.9%
15	North Carolina	35,804,404	56,127,916	$129.9	$34.9	72.9%
16	Louisiana	10,174,957	24,308,796	$58.5	$15.4	73.3%
17	Tennessee	35,567,599	50,714,838	$116.9	$30.8	73.4%
18	Indiana	15,802,141	16,710,375	$132.0	$34.3	73.7%
19	Florida	25,263,225	21,934,894	$351.3	$88.0	74.6%
20	Alabama	9,512,113	15,258,258	$59.0	$13.5	76.8%
21	Colorado	12,050,917	4,281,616	$114.7	$24.4	78.5%
22	Massachusetts	32,648,762	31,581,179	$381.0	$89.1	79.4%
23	Oregon	4,036,602	1,604,676	$74.6	$15.1	79.4%
24	Maine	N/A	N/A	$58.4	$11.8	79.5%
25	Michigan	32,641,014	49,960,083	$304.4	$59.6	80.1%
26	New Jersey	107,940,229	69,256,541	$663.0	$127.9	80.4%
27	Illinois	33,771,822	71,289,847	$580.2	$109.3	80.9%
28	Delaware	9,390,808	9,319,920	$58.2	$10.9	81.0%
29	Ohio	60,393,595	58,794,855	$452.2	$81.4	81.7%
30	Missouri	25,578,431	37,009,126	$138.2	$24.1	82.3%
31	Kansas	1,577,306	4,988,740	$55.3	$9.0	83.4%
32	New York	165,858,150	162,525,973	$1,154.0	$147.5	87.9%
33	Kentucky	10,665,979	9,900,910	$89.6	$9.7	88.8%
34	Rhode Island	5,434,616	6,731,198	$67.3	$6.4	90.2%
35	Arizona	35,808,301	26,613,786	$204.8	$18.0	91.0%
36	California	2,327,205,959	926,672,973	$2,125.1	$176.7	91.4%
37	Washington	4,580,251	1,569,821	$179.5	$13.9	91.9%
38	Utah	7,986,863	6,708,875	$67.8	$3.9	94.0%
39	Georgia	89,382,952	70,932,398	$222.3	$11.4	94.6%
40	Connecticut	23,804,619	18,284,271	$293.0	$4.8	98.1%
States with no Non-Attainment Areas for Ozone or Carbon Monoxide						
	Idaho	N/A	N/A	$62.1	$24.6	50.4%
	Hawaii	N/A	N/A	$59.1	$20.7	64.6%
	Nebraska	286,625	632,977	$55.3	$18.5	66.1%
	Iowa	41,746	87,865	$55.9	$8.1	85.1%
	North Dakota	N/A	N/A	$57.6	$8.3	85.3%
	Mississippi	1,089,576	2,046,548	$57.1	$7.6	86.4%
	Oklahoma	3,814,984	9,993,510	$56.5	$7.4	86.6%
	Vermont	N/A	N/A	$57.4	$5.8	88.3%
	Wyoming	N/A	N/A	$57.2	$2.1	96.1%
	South Dakota	N/A	N/A	$58.4	$0.5	98.9%
	United States	**3,758,130,005**	**2,321,314,762**	**$11,709.9**	**$2,155.5**	**81.3%**

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

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

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

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%

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

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

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

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%
	Outcomes					
	Average annual traffic deaths, 2000-2001	663	Estimated yearly cost of Traffic Fatalities (millions)	$1,790.1	Average Yearly Safety Spending Per Traffic Fatality	$38,011.3
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%
	Outcomes					
	Percent Change in Number of Structurally Deficient Bridges, 1992 to 2001	-1%	Percent of Structurally Deficient Bridges on Federal-Aid System (2001)	20%	Percent of Structurally Deficient Local Bridges (2001)	50%
			Total Number of Structurally Deficient Bridges (2001)			7,605
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%
	Outcomes					
	Person Days of Unhealthy Air Quality**, Avg. 1992-1993 (millions)	3.8	Person Days of Unhealthy Air Quality**, Avg. 2000-2001 (millions)	10.0	Percent Change	162%
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%
	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%
	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
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%
	Outcomes					
	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%
			Total Number of Structurally Deficient Bridges (2001)			362
Air Quality	**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%
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 3**					
	Spending					
	Average Yearly Spending on Road Repair, 1992-2001 (millions)	$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%
	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
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%
	Outcomes					
	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%
			Total Number of Structurally Deficient Bridges (2001)			389
Air Quality	**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%
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 14**					
	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
	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
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%
	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)	7%
			Total Number of Structurally Deficient Bridges (2001)			551
Air Quality	**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%
	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%
Road Conditions	**National Rank in Least Average Yearly Spending on Repair per Mile of Roadway Not in Good Condition: 20**					
	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%

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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.

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

RECOMMENDATIONS: IMPROVING ACCOUNTABILITY & PERFORMANCE IN THE TRANSPORTATION SECTOR

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

(1) Require Clearer Goals and Reward Performance:

☑ Require goals and performance measures for all transportation agencies that use federal transportation funds. Agencies must demonstrate progress towards meeting goals in annual reports made available to the public.

☑ Reward states and metropolitan planning organizations that show significant progress and effort towards meeting their stated goals with financial incentives including higher federal match for projects.

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

☑ The new federal transportation law should match apportionments with obligation limits each year – or assign obligation limits to specific programs – in order to close the loophole that allows overspending in some categories and underspending in others.

☑ Require demonstration of meeting crucial program goals before allowing transfer of funds out of key road and bridge repair, traffic safety and air quality programs for other purposes.

(3) Build more Transparency into Transportation Finance:

☑ Publish annual federal transportation spending information, including program and project type information.

☑ Require states to publish annual state and local transportation spending including program and project level information.

☑ Publish annual declarations for intended use of federal transportation funds.

☑ Publish financial audits of transportation agencies at least once every three years including rigorous analysis of the use of innovative finance tools like GARVEE bonds.

☑ Build better partnerships with local government officials and public interest groups by better advertising the availability of transportation funds.

(4) Remove Regulatory Barriers That Discourage Repair, Maintenance and Operation of Transportation Facilities:

☑ Allow federal transportation funds to be used for routine repair of local roads, streets, sidewalks and trails.

☑ Allow federal transportation funds to be used for the operations of mass transit and paratransit systems, and for intercity rail operations including Amtrak.

(5) Require "Fix-it-First" Provisions for Roads and Bridges Similar to Rules that Currently Exist for Mass Transit Systems:

☑ Require strong "Fix it First" policies and incentives in federal highway programs that ensure new highway investments are made in a fiscally responsible manner and will be protected, repaired and maintained in future years.

☑ Require "smart investment" provisions for federal highway funding that reward commitment to restricting growth around highway facilities to more cost-effectively preserve road capacity and curb unplanned development.

(6) Direct Federal Transportation Dollars Beyond State Agencies to Local Governments:

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