



With enactment of legislation extending the federal highway program through March 31, 2012, the Federal Highway Administration was able to apportion and allocate an additional \$12.6 billion of federal highway funds among the states during December, bringing the total to date to \$17.5 billion. However, because of the continuing uncertainty surrounding the FY 2012 funding total, which now appears will be down \$2 billion from FY 2011, state and local highway agencies continued to exercise restraint in obligating funds for projects. Only \$930 million were obligated during December, bringing the fiscal year to date total to \$2.47 billion. This is \$1.06 billion less than was obligated during the first three months of FY 2011, when the program was also operating under continuing resolutions, and substantially

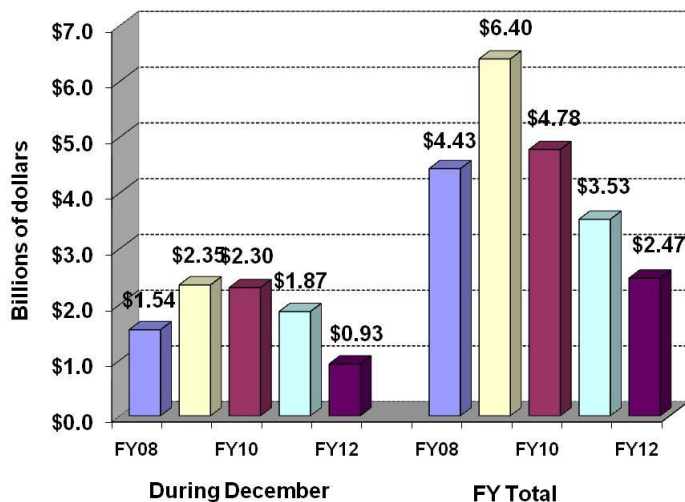
less than was obligated during the first three months of FY 2010 and FY 2009, as shown in Table 2 and the chart below. As the highway construction season approaches, the pace of obligations should pick up but state and local highway agencies will still hold back until full year funding is in place.

When a state or local DOT has an eligible project ready to go under the federal-aid highway program, it enters into a project agreement with the Federal Highway Administration (FHWA) that obligates the federal government to pay its share of the project cost. The project can then proceed to bidding and construction. Obligation of federal funds can thus be a leading indicator of highway construction activity in the U. S.

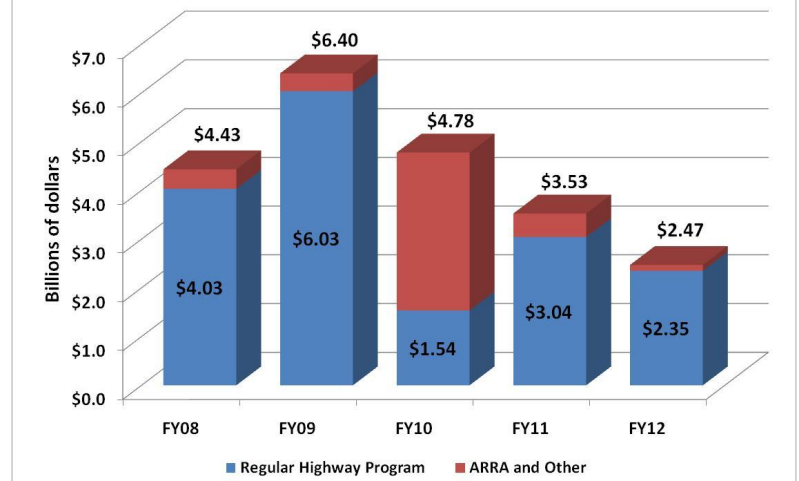
Obligation of Federal Highway Funds

[Billions of dollars]

Amount of Federal Highway Funds Obligated



Obligation of Federal Highway Funds Through November of Fiscal Year



Details:

Background. Congress provides funds for highway improvements in three forms:

- Regular highway program. Most of the funds provided each year are for the core highway programs, like the Interstate Maintenance Program, the Surface Transportation Program, etc. Most of these funds are apportioned among the states by formula; the rest are allocated among the states by the Secretary of Transportation. Congress puts a ceiling on the total amount of these funds that can actually be obligated each fiscal year, called the obligation limitation. Each state gets a proportional share of this limitation, which it must fully obligate before the end of the fiscal year.
- Special programs. Funds provided for the Equity Bonus program, the Appalachian Highway program and for Congressional earmarks come with a special form of obligation authority, which is available until expended. Funds for these programs can be obligated during the fiscal year or banked for future use.
- Other funds. In addition, Congress occasionally appropriates extra funds for highways, such as the emergency highway repair funds appropriated in FY 2005 and FY 2006 to help states recover from hurricane damage or the \$27.5 billion enacted in the American Recovery and Reinvestment Act to help stimulate the economy. These funds are “exempt” from the obligation limitation.

Table 1 - Highway Program Funding Summary. Table 1 provides a summary of federal highway funding during December FY 2012. For comparison, Table 1A provides the same data for December FY 2011.

FY 2012 funds. Column 1 of Table 1 shows that, so far during FY 2012, the Federal Highway Administration apportioned or allocated a total of \$17.51 billion of highway funds to State and local transportation agencies, up from \$4.87 billion in November, which is the amount distributed as of December under the FY 2012 continuing resolutions and highway program extension legislation. The total consists of:

1. \$16.11 billion of regular highway program funds apportioned among the states by formula, up from \$4.47 billion in November. SAFETEA-LU requires that these funds be obligated before the end of the fiscal year.
2. \$127.5 million of discretionary highway program funds that were allocated among states by the Secretary of Transportation, up from \$80.1 million in November. These funds must also be obligated before the end of the fiscal year.
3. \$1.21 billion of obligation authority apportioned among the states under the Equity Bonus Program and the Appalachian Highway Program, up from \$321 million in November. This special limitation is available until used.
4. \$74.4 million awarded to the District of Columbia (\$67.9 million) and to Texas (\$6.5 million) under the Corridor Infrastructure program.

Carryover from previous years. State and local DOTs also had \$10.7 billion of unused obligation authority carried over from previous fiscal years, as shown in column 2. These funds are available until expended, with no time limit. \$7.0 billion of the total represents Congressional earmarks in SAFETEA-LU, TEA-21 and appropriations bill that have not yet been obligated for designated projects.

Total. The amount of federal highway funds currently available for obligation in FY 2012 thus totals \$28.2 billion, up from \$15.6 billion in November, as shown in Column 3—\$16.2 billion of formula and allocated funds that are required to be obligated before the end of the fiscal year plus \$10.7 billion in

programs subject to special limitation rules under which the funds are available indefinitely until expended.

Obligations. Federal, State and local transportation agencies can obligate federal highway funds for highway construction projects and related activities each year up to the sum of (1) the limitation enacted by Congress for the current fiscal year plus (2) any unused limitation banked from previous years plus (3) funds not subject to the limitation.

Highway Improvements. So far during FY 2012, Federal, State and local transportation agencies have obligated a net of \$2.47 billion of federal funds for highway improvements and related activities (as shown in column 4), up from \$1.54 billion in November. Specifically, this includes:

1. \$2.07 billion of funds apportioned or allocated under the core formula and allocated programs, up from \$1.35 billion in November;
2. \$293.8 million of Equity Bonus, Appalachian Highway Program and earmarked funds, up from \$153.1 million in November;
3. \$119.1 million of funds that are exempt from the annual limitation on obligations (i.e., exempt Equity Bonus, Emergency Relief, additional appropriations, TIGER grants), up from \$46.5 million in November.

The state by state details are shown in Table 2.

Funds flexed to transit. So far during FY 2012, states have flexed \$127.4 million of federal highway funds to transit, up from \$50 million in November. SAFETEA-LU permits State and local transportation agencies to flex Surface Transportation Program (STP) funds, Congestion Mitigation and Air Quality Program (CMAQ) funds and Equity Bonus funds to transit if transit serves their transportation goals better than highway improvements. Highway program funds flexed to transit count against a state's highway obligation limitation. Highway funds flexed to transit are obviously not available to finance improvements to the nation's highways. State by state details for FY 2012 and for recent fiscal years are shown in Table 6.

Remaining Obligation Limitation. Columns 6 and 7 show the amount of obligation limitation that remained available at the end of November FY 2012. The total is \$25.75 billion, including:

1. \$14.03 billion of formula and allocated funds. These funds must be obligated before the end of the fiscal year or they will lapse.
2. \$11.71 billion of special limitation that is available until expended, with no time limit, most of which represents funds carried forward from previous fiscal years into FY 2012.

Tables 2, 3, 5 and 6 provide state by state details underlying the summary data in Table 1.

Table 1 - Fiscal Year 2012 Highway Funding Summary Through December

[Thousands of dollars]							
Category	Funds Apportioned or Allocated So Far During FY 2012/4	Carryover from Prior Years	Total Funds Currently Available in FY 2012	Year-to-Date Obligations for Highways	Year-to-Date Funds Flexed to Transit /6	Remaining Available Funds	
						Funds Subject to Regular Annual Limitation	Funds Subject to Special Limitations
Grants to State & Local DOTs	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Regular Highway Program (Must Be Obligated by End of FY)							
Formula Funds	16,108,116		16,108,116				
Allocated Funds	127,511		127,511				
Subtotal	16,235,627		16,235,627	2,073,252	127,426	14,034,949	
Special Programs (Available Until Expended)							
Equity Bonus	1,000,000	2,274,779	3,274,779	85,080			3,189,700
Appalachian	208,196	1,393,804	1,602,001	9,019			1,592,982
Earmarks							
TEA-21 HPP	0	385,401	385,401	(1,580)			386,981
SAFETEA-LU HPP	-130	4,181,280	4,181,150	134,332			4,046,817
Transportation Projects	0	679,142	679,142	10,332			668,810
Corridors/National Sig	74,412	1,091,860	1,166,272	44,680			1,121,591
Approps Bill Earmarks /1	0	693,812	693,812	23,370			670,441
Other /2	-6,045	11,308	5,264	(11,427)			16,691
Subtotal	1,276,434	10,711,386	11,987,820	293,806	0		11,694,014
FY08 Bridge Add-on	-1,582	1,582	0	(65)			65
Subtotal	17,512,061	10,712,968	28,223,447	2,366,993	127,426	14,034,949	11,694,079
Federal Agencies /3	2,346		2,346	(15,551)			17,897
Other highway funds/5				119,051			
Total	17,514,407	10,712,968	28,225,793	2,470,493	127,426	14,034,949	11,711,976

Source: Analysis of FHWA data

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1/ Highway program funds earmarked in appropriations bills: FY 2004 (Sect. 115), FY 2005 (Sect. 117), FY 2006 (Sect. 112) and FY 2008 (Sect. 129)

2/ Includes TEA-21M inimum Guarantee funds, Woodrow Wilson Bridge funds, TEA-21RABA special projects and other funds

3/ FHWA Headquarters, Federal Lands Program, and other Federal Agencies

4/ A negative number generally means obligation authority that has lapsed.

5/ Emergency Relief Program, \$639 million of Equity Bonus Program funds, and additional appropriations

Table 1A - Fiscal Year 2011 Highway Funding Summary Through December

[Thousands of dollars, excludes Federal agencies]							
Category	Funds Apportioned or Allocated So Far During FY 2011	Carryover from Prior Years	Total Funds Currently Available in FY 2011	Year-to-Date Obligations for Highways/4	Year-to-Date Funds Flexed to Transit	Remaining Available Funds	
						Funds Subject to Regular Annual Limitation	Funds Subject to Special Limitations
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Grants to State & Local DOTs							
<u>Regular Highway Program (Must Be Obligated by End of FY 2011)</u>							
Formula Funds	7,041,007		7,041,007				
Allocated Funds	125,385		125,385				
Subtotal	7,166,392		7,166,392	2,524,079	30,444	4,611,869	
<u>Special Programs (Available Until Expended)</u>							
Equity Bonus	431,833	1,501,578	1,933,411	145,014			1,788,398
Appalachian	95,097	1,277,666	1,372,763	120,059			1,252,704
Earmarks							
TEA-21 HPP	0	544,348	544,348	(27,847)			572,195
SAFETEA-LU HPP	-1,106	5,529,592	5,528,486	242,651			5,285,835
Transportation Projects	-9,061	893,348	884,286	20,291			863,995
Corridors/National Sig	0	1,396,803	1,396,803	23,615			1,373,188
Approps Bill Earmarks /1	0	863,361	863,361	29,519			833,842
Other /2	0	12,284	12,284	(24,118)			36,402
Subtotal	516,763	12,018,981	12,535,744	529,185	0		12,006,559
FY08 Bridge Add-on	0	0	0	(5,909)			5,909
Subtotal	7,683,155	12,018,981	19,702,136	3,047,356	30,444	4,611,869	12,012,468
Other highway funds/3				483,007	16,626		
Total	7,683,155	12,018,981	19,702,136	3,530,363	47,070	4,611,869	12,012,468

Source: Analysis of FHWA data

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1/ Highway program funds earmarked in appropriations bills: FY 2004 (Sect. 115), FY 2005 (Sect. 117), FY 2006 (Sect. 112) and FY 2008 (Sect. 129)

2/ Includes TEA-21M inimum Guarantee funds, Woodrow Wilson Bridge funds, TEA-21RABA special projects and other funds

3/ Emergency Relief Program, \$639 million of Equity Bonus Program funds, and additional appropriations

4/ Negative numbers represent deobligation of previously obligated funds

Table 2 - Obligation of Federal-Aid Highway Funds

[Thousands of dollars]								
State	Funds obligated during December of FY				Funds obligated, Fiscal Year thru December			
	FY 09	FY 10	FY 11	FY 12	FY 09	FY 10	FY 11	FY 12
ALABAMA	72,288	43,327	40,142	-8,384	218,654	-4,608	67,859	64,675
ALASKA	8,303	-260	-15,736	9,187	22,358	2,848	-13,474	21,782
ARIZONA	18,893	10,536	15,997	5,868	78,459	30,038	15,010	38,062
ARKANSAS	59,016	5,604	25,449	1,600	80,887	-26,209	26,449	54,642
CALIFORNIA	40,706	-58,623	141,839	-6,033	221,404	-66,484	218,921	-74,889
COLORADO	2,738	8,368	-983	6,253	133,343	24,417	19,948	70,384
CONNECTICUT	46,710	458	3,555	38,976	78,487	-2,090	26,510	41,443
DELAWARE	16,221	546	-1,054	-2,258	33,042	3,693	22,055	7,538
DIST. OF COL.	-1,379	1,464	1,341	-973	16,646	3,382	-9,441	9,451
FLORIDA	231,942	211,146	35,628	36,021	284,237	155,810	-35,248	85,383
GEORGIA	58,966	37,895	27,089	-11,843	344,026	52,947	139,707	107,097
HAWAII	70	29,176	-25,310	-3,862	5,062	14,835	-30,457	-20,759
IDAHO	2,427	7,751	22,853	2,751	26,150	28,767	54,502	33,820
ILLINOIS	69,888	5,152	152,831	94,999	174,388	180,753	174,116	213,311
INDIANA	24,513	-8,780	44,922	-3,519	196,119	-13,814	165,219	-8,961
IOWA	7,827	11,751	18,636	10,051	30,265	21,790	32,586	49,313
KANSAS	5,820	8,225	14,963	16,461	28,998	12,014	20,897	18,962
KENTUCKY	69,633	-346	22,061	38,715	122,987	9,953	96,693	97,949
LOUISIANA	76,306	10,229	25,255	6,533	153,119	44,287	25,402	69,817
MAINE	8,364	5,885	207	289	16,041	3,465	2,631	1,805
MARYLAND	35,175	25,809	46,529	23,662	110,478	20,326	22,550	34,799
MASSACHUSETTS	30,745	29,547	-5,655	17,297	48,376	96,874	87,478	20,725
MICHIGAN	100,405	19,593	59,302	75,565	290,014	94,140	182,072	115,168
MINNESOTA	36,330	28,705	43,812	8,947	186,028	48,469	58,713	14,844
MISSISSIPPI	31,812	34,651	66,480	7,512	85,828	58,852	95,465	74,275
MISSOURI	81,486	788	21,409	43,318	131,574	20,120	120,901	57,913
MONTANA	35,013	30,432	43,228	19,594	82,661	35,031	78,791	35,480
NEBRASKA	9,908	4,177	7,241	10,071	18,732	3,817	478	11,912
NEVADA	634	1,239	-7,995	999	51,252	34,895	30,104	17,138
NEW HAMPSHIRE	22,981	4,060	1,386	8,510	26,855	10,547	15,685	5,495
NEW JERSEY	56,793	10,372	2,952	28,529	222,413	45,037	56,773	59,930
NEW MEXICO	5,014	11,835	16,280	-304	12,383	10,266	11,924	3,002
NEW YORK	44,540	81,235	44,127	66,168	316,273	149,181	135,192	155,500
NORTH CAROLINA	93,302	69,726	7,900	40,431	223,356	86,755	182,735	103,923
NORTH DAKOTA	6,874	9,381	5,958	22,752	20,777	8,521	11,135	26,652
OHIO	35,695	15,592	7,002	6,063	149,534	-6,858	-2,315	13,332
OKLAHOMA	103,144	7,595	50,930	41,569	166,388	50,901	80,677	51,021
OREGON	8,581	18,837	32,852	7,942	53,135	21,726	55,007	20,305
PENNSYLVANIA	27,762	51,727	126,515	72,610	155,133	84,873	93,869	79,369
RHODE ISLAND	16,669	14,167	15,887	2,713	50,020	33,370	26,556	27,558
SOUTH CAROLINA	33,201	18,413	62,678	15,745	116,362	36,811	122,212	64,120
SOUTH DAKOTA	1,374	5,866	12,208	13,855	4,979	10,603	15,187	27,285
TENNESSEE	50,740	26,523	24,203	7,513	185,552	64,792	149,153	107,496
TEXAS	120,844	57,957	86,178	137,264	389,226	93,027	233,580	262,956
UTAH	37,828	36,630	6,842	400	125,220	48,428	5,396	34,095
VERMONT	6,507	-1,262	8,820	810	16,987	2,451	24,376	16,182
VIRGINIA	67,207	-21,507	59,737	45,318	81,824	-36,170	30,142	54,550
WASHINGTON	26,505	4,152	26,610	-114,986	84,481	-25,942	38,126	-103,024
WEST VIRGINIA	20,576	5,360	1,003	30,193	70,725	16,542	13,229	56,936
WISCONSIN	101,037	8,084	35,316	-4,561	251,143	-19,129	49,857	24,004
WYOMING	4,990	6,849	2,495	6,101	45,768	24,300	14,738	30,281
U.S. TERRITORIES	-1,208	1,408	4,356	-5,667	-1,064	-44,155	-12,314	-17,050
STATE TOTAL	2,071,717	947,442	1,466,271	866,763	6,037,087	1,554,192	3,047,356	2,366,993
FEDERAL AGENCIES	2,320	-14,723	-2,895	-8,925	-3,075	-18,429	-4,916	-16,200
EXEMPT/1	273,829	1,366,143	406,736	72,555	366,289	3,241,073	483,007	119,051
GRAND TOTAL	2,347,866	2,298,861	1,870,111	930,393	6,400,300	4,776,836	3,525,447	2,469,844

Source: Analysis of FHWA data

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1Includes emergency relief funds, Equity Bonus funds exempt from the obligation limitation and additional appropriations inc. ARRA funds

Note: negative amounts generally represent deobligation of prior-year funds

Table 3 - Change in Obligation of Federal-Aid Highway Funds			
[Fiscal Year 2012 versus Fiscal Year 2011]			
State	Dollars	State	Percent
ALABAMA	-3,184	ALABAMA	-4.7%
ALASKA	35,256	ALASKA	NA
ARIZONA	23,052	ARIZONA	153.6%
ARKANSAS	28,193	ARKANSAS	106.6%
CALIFORNIA	-293,810	CALIFORNIA	-134.2%
COLORADO	50,436	COLORADO	252.8%
CONNECTICUT	14,933	CONNECTICUT	56.3%
DELAWARE	-14,517	DELAWARE	-65.8%
DIST. OF COL.	18,892	DIST. OF COL.	NA
FLORIDA	120,631	FLORIDA	NA
GEORGIA	-32,610	GEORGIA	-23.3%
HAWAII	9,699	HAWAII	NA
IDAHO	-20,681	IDAHO	-37.9%
ILLINOIS	39,195	ILLINOIS	22.5%
INDIANA	-174,180	INDIANA	-105.4%
IOWA	16,727	IOWA	51.3%
KANSAS	-1,935	KANSAS	-9.3%
KENTUCKY	1,256	KENTUCKY	1.3%
LOUISIANA	44,414	LOUISIANA	174.8%
MAINE	-826	MAINE	-31.4%
MARYLAND	12,249	MARYLAND	54.3%
MASSACHUSETTS	-66,754	MASSACHUSETTS	-76.3%
MICHIGAN	-66,904	MICHIGAN	-36.7%
MINNESOTA	-43,869	MINNESOTA	-74.7%
MISSISSIPPI	-21,191	MISSISSIPPI	-22.2%
MISSOURI	-62,988	MISSOURI	-52.1%
MONTANA	-43,311	MONTANA	-55.0%
NEBRASKA	11,433	NEBRASKA	2389.7%
NEVADA	-12,965	NEVADA	-43.1%
NEW HAMPSHIRE	-10,189	NEW HAMPSHIRE	-65.0%
NEW JERSEY	3,157	NEW JERSEY	5.6%
NEW MEXICO	-8,922	NEW MEXICO	-74.8%
NEW YORK	20,307	NEW YORK	15.0%
NORTH CAROLINA	-78,812	NORTH CAROLINA	-43.1%
NORTH DAKOTA	15,517	NORTH DAKOTA	139.4%
OHIO	15,648	OHIO	NA
OKLAHOMA	-29,656	OKLAHOMA	-36.8%
OREGON	-34,702	OREGON	-63.1%
PENNSYLVANIA	-14,500	PENNSYLVANIA	-15.4%
RHODE ISLAND	1,003	RHODE ISLAND	3.8%
SOUTH CAROLINA	-58,092	SOUTH CAROLINA	-47.5%
SOUTH DAKOTA	12,099	SOUTH DAKOTA	79.7%
TENNESSEE	-41,657	TENNESSEE	-27.9%
TEXAS	29,376	TEXAS	12.6%
UTAH	28,699	UTAH	531.8%
VERMONT	-8,194	VERMONT	-33.6%
VIRGINIA	24,408	VIRGINIA	81.0%
WASHINGTON	-141,150	WASHINGTON	-370.2%
WEST VIRGINIA	43,707	WEST VIRGINIA	330.4%
WISCONSIN	-25,853	WISCONSIN	-51.9%
WYOMING	15,543	WYOMING	105.5%
STATE TOTAL	-680,363	STATE TOTAL	-22.3%

Source: Analysis of FHWA data

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STATE TOTAL includes amounts obligated by U.S. Territories, not shown separately.

NA - State had negative obligations (i.e., deobligated funds) in comparable part of FY 2011




Table 5 - Federal-Aid Highway Limitation Remaining at End of December

[As of end of December of fiscal year, in thousands of dollars; does not include Federal Agencies]

State	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12
ALABAMA	409,184	373,847	413,529	491,857	389,914	505,934
ALASKA	274,034	339,649	471,076	563,707	548,172	560,707
ARIZONA	373,117	324,867	468,956	375,399	340,726	474,510
ARKANSAS	266,509	281,861	414,687	494,299	428,644	452,293
CALIFORNIA	1,592,786	1,247,551	2,421,215	2,316,286	1,883,951	3,059,812
COLORADO	191,690	143,766	178,837	236,919	123,055	198,890
CONNECTICUT	288,037	222,636	326,043	272,462	227,596	339,346
DELAWARE	69,022	77,600	113,320	116,532	76,056	116,080
DIST. OF COL.	56,886	43,242	93,858	81,185	82,989	173,637
FLORIDA	762,888	599,579	1,032,399	403,938	688,532	1,071,950
GEORGIA	576,810	576,930	660,718	793,115	614,415	945,331
HAWAII	112,258	75,816	94,863	76,244	88,543	112,796
IDAHO	142,801	112,239	172,314	137,685	58,848	151,253
ILLINOIS	687,074	766,584	1,249,835	1,007,064	718,174	936,511
INDIANA	294,087	211,934	362,453	417,211	174,790	526,861
IOWA	199,395	222,324	319,537	266,669	200,771	287,432
KANSAS	148,003	90,939	148,280	89,518	71,441	177,869
KENTUCKY	432,974	370,912	580,899	525,194	469,358	482,112
LOUISIANA	235,060	280,548	429,413	465,541	300,744	421,545
MAINE	49,526	74,334	108,411	103,570	74,750	116,953
MARYLAND	220,294	175,958	349,586	284,643	264,551	417,485
MASSACHUSETTS	364,524	343,745	483,021	367,616	268,613	472,813
MICHIGAN	325,034	172,362	340,054	356,515	206,387	511,281
MINNESOTA	215,921	185,252	230,956	265,609	244,397	422,263
MISSISSIPPI	268,459	233,109	391,639	378,977	277,488	390,828
MISSOURI	304,089	273,595	438,315	481,650	200,325	441,291
MONTANA	114,015	89,816	177,096	203,660	98,408	222,974
NEBRASKA	101,740	95,056	194,545	188,244	181,401	220,491
NEVADA	112,485	127,688	204,567	152,723	118,288	216,486
NEW HAMPSHIRE	92,841	73,656	107,815	106,324	50,260	97,596
NEW JERSEY	371,998	356,677	533,706	558,975	487,679	656,416
NEW MEXICO	192,401	175,954	256,161	174,821	135,349	213,840
NEW YORK	829,550	604,608	950,972	895,737	780,433	1,103,373
NORTH CAROLINA	388,635	311,214	513,584	509,632	345,364	658,629
NORTH DAKOTA	39,742	17,451	68,102	46,535	38,599	86,392
OHIO	639,842	565,688	860,809	721,369	603,849	897,712
OKLAHOMA	322,374	243,711	291,863	249,183	145,009	294,878
OREGON	164,888	176,912	323,604	253,004	139,042	273,428
PENNSYLVANIA	795,697	535,001	1,033,038	939,313	824,990	1,371,531
RHODE ISLAND	74,301	82,899	132,545	151,143	111,780	111,752
SOUTH CAROLINA	108,867	105,525	287,148	261,947	152,558	304,126
SOUTH DAKOTA	124,309	144,865	208,292	163,526	152,645	198,979
TENNESSEE	528,487	604,950	695,789	623,822	480,114	675,239
TEXAS	885,657	675,641	1,270,075	999,613	1,063,577	1,980,830
UTAH	171,216	112,265	81,567	108,223	123,079	147,420
VERMONT	96,997	107,063	178,876	212,396	157,557	184,446
VIRGINIA	643,325	808,762	792,126	676,005	582,505	714,845
WASHINGTON	190,823	81,368	260,024	289,123	170,906	476,143
WEST VIRGINIA	207,278	155,328	205,404	187,712	147,013	188,797
WISCONSIN	346,454	315,095	259,388	352,420	311,820	507,635
WYOMING	66,434	46,810	77,112	48,602	50,439	97,155
STATE TOTAL	16,495,454	14,475,782	22,359,637	20,558,070	16,624,337	25,729,028
Source: Analysis of FHWA data						
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STATE TOTAL includes amounts for U.S. Territories (not shown separately)						
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[Thousands of dollars]						
Fiscal Year Through December						
State	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12
ALABAMA	0.0	2,800.0	250.0	1,767.8	0.0	0.0
ALASKA	0.0	0.0	0.0	0.0	0.0	0.0
ARIZONA	0.0	0.0	5,618.0	0.0	0.0	0.0
ARKANSAS	0.0	0.0	0.0	0.0	0.0	0.0
CALIFORNIA	0.0	5,555.7	16,500.0	3,372.3	7,210.5	0.0
COLORADO	0.0	0.0	640.5	0.0	0.0	0.0
CONNECTICUT	0.0	0.0	5,172.3	0.0	0.0	0.0
DELAWARE	0.0	0.0	0.0	0.0	0.0	0.0
DIST. OF COL.	0.0	0.0	0.0	0.0	0.0	577.0
FLORIDA	0.0	0.0	7,705.0	3,302.0	6,400.1	0.0
GEORGIA	0.0	0.0	0.0	0.0	0.0	4,068.9
HAWAII	0.0	0.0	0.0	0.0	0.0	0.0
IDAHO	0.0	0.0	0.0	0.0	0.0	0.0
ILLINOIS	0.0	0.0	0.0	0.0	9,640.0	17,315.1
INDIANA	0.0	0.0	0.0	1,547.1	1,560.0	2,260.3
IOWA	0.0	976.3	1,514.3	2,065.1	876.7	1,534.8
KANSAS	0.0	0.0	0.0	0.0	0.0	0.0
KENTUCKY	0.0	0.0	0.0	0.0	0.0	2,500.0
LOUISIANA	0.0	0.0	0.0	0.0	0.0	0.0
MAINE	0.0	1,760.0	2,000.0	1,270.3	0.0	289.5
MARYLAND	0.0	0.0	0.0	16,400.0	0.0	0.0
MASSACHUSETTS	0.0	0.0	0.0	0.0	0.0	276.1
MICHIGAN	0.0	0.0	157.2	524.1	0.0	0.0
MINNESOTA	0.0	0.0	0.0	0.0	0.0	0.0
MISSISSIPPI	0.0	0.0	0.0	0.0	0.0	0.0
MISSOURI	0.0	0.0	3,614.2	7,625.0	0.0	8,838.4
MONTANA	0.0	0.0	0.0	0.0	0.0	0.0
NEBRASKA	0.0	0.0	0.0	0.0	0.0	0.0
NEVADA	0.0	0.0	0.0	0.0	0.0	0.0
NEW HAMPSHIRE	0.0	5,000.0	0.0	300.0	0.0	0.0
NEW JERSEY	0.0	0.0	1,000.0	7,688.0	885.0	50,000.0
NEW MEXICO	0.0	0.0	0.0	0.0	0.0	0.0
NEW YORK	0.0	0.0	1,500.0	0.0	0.0	0.0
NORTH CAROLINA	0.0	0.0	0.0	1,393.0	0.0	0.0
NORTH DAKOTA	0.0	0.0	0.0	0.0	0.0	0.0
OHIO	0.0	1,700.0	125.0	0.0	17,797.3	10,797.4
OKLAHOMA	0.0	100.0	0.0	180.0	0.0	0.0
OREGON	0.0	1,115.9	14,150.6	35,000.0	0.0	0.0
PENNSYLVANIA	0.0	19,752.3	18,056.6	960.0	0.0	19,299.0
RHODE ISLAND	0.0	0.0	0.0	0.0	2,700.0	0.0
SOUTH CAROLINA	0.0	0.0	0.0	0.0	0.0	0.0
SOUTH DAKOTA	0.0	0.0	0.0	0.0	0.0	0.0
TENNESSEE	0.0	0.0	1,720.0	0.0	0.0	0.0
TEXAS	0.0	0.0	2,362.5	4,400.0	0.0	0.0
UTAH	0.0	0.0	1,687.0	0.0	0.0	0.0
VERMONT	0.0	1,350.6	0.0	0.0	0.0	0.0
VIRGINIA	0.0	6,626.0	3,319.1	8,665.8	0.0	9,669.9
WASHINGTON	0.0	0.0	6,703.3	0.0	0.0	0.0
WEST VIRGINIA	0.0	0.0	400.0	0.0	0.0	0.0
WISCONSIN	0.0	0.0	0.0	0.0	0.0	0.0
WYOMING	0.0	0.0	0.0	0.0	0.0	0.0
STATE TOTAL	0.0	46,736.9	94,195.6	96,460.5	47,069.6	127,426.3
OTHER/1	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL FY TO DATE	0.0	46,736.9	94,195.6	96,460.5	47,069.6	127,426.3
FISCAL YEAR TOTAL	1,001,236.4	1,031,756.4	1,370,040.9	1,578,506.6	1,237,747.1	NA

Source: Analysis of FHWA data
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1 Other for FY 2009 & 2010 includes obligations for freight and passenger rail and ports, as permitted by ARRA.

The ARTBA Economics and Research Team, the leading source of transportation construction research, is led by **Dr. William R. Buechner**, ARTBA vice president of economics and research. Dr. Buechner received his doctorate from Harvard University and served for 21 years as senior economist on the staff of the Congressional Joint Economic Committee. **Alison Premo Black**, vice president of policy, graduated from the Johns Hopkins School of Advanced International Studies (SAIS) with an M.A. in International Economics and Latin American Studies. She is currently working on a Ph.D. in Economics at the George Washington University. **Sarah Crane**, research assistant, earned her bachelor's degree in Public Relations from Boston University.