

# Obligation of Federal Highway Funds, FY 2001

January  
2001

February 16, 2001

Washington, D.C. – In January 2001, \$3.29 billion of federal highway funds were obligated by state and local departments of transportation (DOT) for highway and bridge projects, a 37.1% increase over the amount obligated in January 2000, according to an analysis of Federal Highway Administration data by the American Road and Transportation Builders Association. Obligation of federal funds is the first step in bringing federal-aid highway and bridge projects to construction.

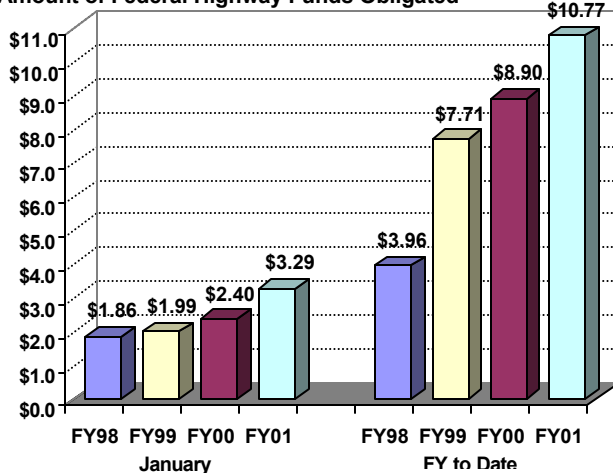
During the first four months of federal fiscal year 2001, a total of \$10.77 billion of federal highway funds was obligated for highway and bridge projects, 20.9% more than during the first four months of FY 2000. To date, states have obligated 39.0 percent of their formula funds, which must be used during the year or lost, and 16.2 percent of their Minimum Guarantee, High Priority Project and Appalachian highway funds, which are available until used.

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) which obligates the federal government to pay its share of the project cost. The project can then proceed to bidding and construction. Under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), federal aid to the states for highway and bridge projects will increase about 50 percent. As states obligate these funds for projects, lettings and construction work should also rise significantly.

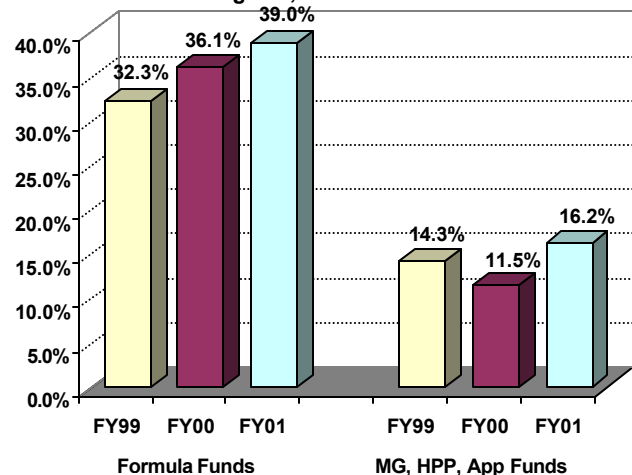
## Federal Highway Funds Obligated by the States

[Billions of dollars]

Amount of Federal Highway Funds Obligated



Percent of Funds Obligated, Year to Date



## American Road and Transportation Builders Association

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Data provided by the U. S. Federal Highway Administration. ARTBA comments and analysis do not necessarily reflect the views of the FHWA.

## Highlights:

- Amount of funds obligated. Obligation of federal highway funds by federal, state and local Departments of Transportation (DOT) hit a record \$10.77 billion during the first four months of FY 2001, an increase of \$1.86 billion dollars or 20.9 percent over the first four months of FY 2000. Thirty-three states (the same as in December) and the District of Columbia are ahead of their year-ago pace, while seventeen states are behind last year's pace. State by state data are shown in Table 1. Obligation of federal funds is the first step in the process of bringing federal-aid highway and bridge projects to construction and thus can be an early signal of future construction activity.
- Increase or decrease from FY 2000. States showing the largest dollar increases were California, Pennsylvania and New Jersey, while Idaho, Mississippi and Maryland showed the largest percentage increases. Largest decreases in dollar terms were registered by Illinois, North Carolina and Colorado, while the largest percentage decreases were in Arkansas, Nebraska and Oregon. Details are shown in Table 2. State by state performance in obligating federal funds can be an early signal of future state highway market trends.
- Percent of funds obligated. During the first four months of FY 2001, the states obligated 39.0 percent of their formula funds. Formula funds must be obligated during the fiscal year or returned to FHWA for redistribution to other states. This is slightly ahead of the 36.1 percent pace of last year. State DOTs also obligated 16.2 percent of their Minimum Guarantee, High Priority Project and Appalachian Highway program funds, up from 11.5 percent a year ago. These funds are available until used and are not lost if they are not obligated during the fiscal year<sup>1</sup>. State by state details are shown in Table 3.
- Funds remaining. As of the end of January 2001, states still had \$19.79 billion of obligation authority remaining. This was about \$500 million more than a year ago. States by state details are shown in Table 4. Funds remaining indicate the potential additional market growth that can occur in each state during the remainder of the fiscal year.
- Transfers to Federal Transit Administration. As of January, the state Departments of Transportation had transferred \$185.9 million of federal highway program funds to the Federal Transit Administration for transit uses. While permitted under the federal highway program rules, transfers to the FTA reduce the amount of funds available for highway construction. During FY 2000, the state DOTs transferred a total of \$1.7 billion of highway program funds to the FTA and they are currently about \$82 million ahead of last year's pace. Table 5 shows the state by state details.
- Summary. Overall, the increased pace of obligation of federal highway funds so far in FY 2001 continues to be an encouraging sign of future highway and bridge construction activity. The increase over FY 2000 grows larger as the year progresses. Particularly encouraging is the increase in the percent of Minimum Guarantee, High Priority Project and Appalachian highway funds obligated during FY 2001, because there is no time pressure to obligate these funds. Since highway projects take time to plan and let, the strongest impact of the FY 2001 increase should occur during the 2002 highway construction season.

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<sup>1</sup> Note that the base for calculating the percent of funds obligated is the sum of the new obligation authority received during the fiscal year for these programs plus any unused obligation carried forward from previous years.

**Table 1 - Obligation of Federal-Aid Highway Funds**

[Thousands of dollars]

State	Funds obligated during January of FY			Funds obligated FY to date		
	FY 99	FY 00	FY 01	FY 99	FY 00	FY 01
ALABAMA	37,831	61,356	58,501	93,249	93,405	192,351
ALASKA	5,856	26,034	22,365	70,770	101,873	108,437
ARIZONA	80,035	40,126	52,004	122,214	94,899	183,750
ARKANSAS	3,159	15,808	30,271	118,775	84,042	19,892
CALIFORNIA	45,022	53,125	318,072	227,347	276,028	577,619
COLORADO	6,679	3,826	2,547	204,793	209,540	125,292
CONNECTICUT	30,092	72,331	52,797	176,228	207,109	187,452
DELAWARE	8,607	13,674	18,217	25,961	21,241	33,934
DIST. OF COL.	-1,712	5,928	1,059	809	8,087	10,455
FLORIDA	71,672	134,190	66,148	219,778	373,207	457,373
GEORGIA	101,817	69,734	30,469	183,882	308,484	229,465
HAWAII	4,524	-517	18,190	-2,175	-9,897	21,732
IDAHO	9,791	4,234	683	40,099	12,136	52,284
ILLINOIS	16,070	6,667	69,922	193,110	458,363	320,813
INDIANA	91,524	49,496	71,447	263,598	295,713	412,241
IOWA	16,087	18,627	38,446	66,668	130,542	160,826
KANSAS	12,090	11,037	35,856	98,113	60,873	64,480
KENTUCKY	64,136	87,478	51,127	208,372	131,515	193,794
LOUISIANA	21,151	52,332	36,131	99,419	101,306	146,340
MAINE	5,511	16,057	13,383	29,678	44,993	48,574
MARYLAND	42,904	39,924	37,345	193,784	100,029	273,515
MASSACHUSETTS	93,987	21,565	222,061	147,975	158,136	244,302
MICHIGAN	55,646	169,344	47,925	257,366	282,171	334,328
MINNESOTA	77,935	43,505	31,213	105,758	134,880	89,723
MISSISSIPPI	30,238	11,431	83,340	119,080	84,378	241,270
MISSOURI	22,293	82,845	32,126	158,771	376,282	517,955
MONTANA	32,081	21,344	46,175	57,909	74,967	125,475
NEBRASKA	9,811	5,517	5,787	45,532	61,962	20,529
NEVADA	27,819	44,904	45,170	52,104	89,865	48,996
NEW HAMPSHIRE	6,404	26,686	4,303	36,718	63,550	69,728
NEW JERSEY	48,055	24,026	73,083	200,180	267,988	466,309
NEW MEXICO	27,093	20,877	32,552	81,706	86,158	121,868
NEW YORK	52,412	35,107	48,486	310,129	212,643	159,169
NORTH CAROLINA	88,986	88,211	57,431	286,978	329,301	199,188
NORTH DAKOTA	38,479	36,838	26,297	54,895	82,912	82,143
OHIO	53,346	60,612	53,361	190,776	131,061	176,081
OKLAHOMA	38,473	35,530	65,028	120,750	130,243	137,512
OREGON	32,950	27,053	7,692	56,126	95,033	48,410
PENNSYLVANIA	36,234	46,228	157,003	241,040	194,356	412,371
RHODE ISLAND	25,053	12,485	32,097	56,423	44,844	83,088
SOUTH CAROLINA	5,519	8,214	29,952	88,781	83,301	208,129
SOUTH DAKOTA	2,473	11,459	4,699	55,639	73,797	82,084
TENNESSEE	28,764	35,962	38,158	264,601	233,578	289,624
TEXAS	169,679	320,940	722,426	765,074	1,063,360	1,034,148
UTAH	4,642	2,190	8,211	25,181	19,744	19,067
VERMONT	8,346	21,573	31,503	42,645	44,917	74,647
VIRGINIA	41,739	58,723	18,274	239,421	225,200	211,611
WASHINGTON	40,505	9,354	12,402	128,414	150,549	210,645
WEST VIRGINIA	18,983	57,854	27,874	62,698	151,839	127,733
WISCONSIN	65,671	48,590	38,896	270,935	266,859	272,318
WYOMING	36,909	44,258	30,183	77,706	104,913	78,192
STATE TOTAL	1,893,370	2,214,688	3,058,688	7,235,785	8,422,276	10,007,258
OTHER	94,470	182,127	226,829	469,294	481,204	759,680
<b>GRAND TOTAL</b>	<b>1,987,839</b>	<b>2,396,815</b>	<b>3,285,517</b>	<b>7,705,079</b>	<b>8,903,480</b>	<b>10,766,938</b>

Source: Analysis of FHWA data

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Contact: Dr. William R. Buechner 202-289-4434 or wbuechner@artba.org



**Table 2 - Change in Obligation of Federal-Aid Highway Funds**

[Fiscal year to date 2001 vs. 2000, amounts in thousands of dollars]

State	Dollars	State	Percent
CALIFORNIA	301,591	IDAHO	330.8%
PENNSYLVANIA	218,015	MISSISSIPPI	185.9%
NEW JERSEY	198,321	MARYLAND	173.4%
MARYLAND	173,485	SOUTH CAROLINA	149.9%
MISSISSIPPI	156,892	PENNSYLVANIA	112.2%
MISSOURI	141,672	CALIFORNIA	109.3%
SOUTH CAROLINA	124,828	ALABAMA	105.9%
INDIANA	116,528	ARIZONA	93.6%
ALABAMA	98,946	RHODE ISLAND	85.3%
ARIZONA	88,851	NEW JERSEY	74.0%
MASSACHUSETTS	86,166	MONTANA	67.4%
FLORIDA	84,166	VERMONT	66.2%
KENTUCKY	62,279	DELAWARE	59.8%
WASHINGTON	60,097	MASSACHUSETTS	54.5%
TENNESSEE	56,045	KENTUCKY	47.4%
MICHIGAN	52,157	LOUISIANA	44.5%
MONTANA	50,508	NEW MEXICO	41.4%
LOUISIANA	45,034	WASHINGTON	39.9%
OHIO	45,020	INDIANA	39.4%
IDAHO	40,147	MISSOURI	37.7%
RHODE ISLAND	38,245	OHIO	34.3%
NEW MEXICO	35,710	DIST. OF COL.	29.3%
HAWAII	31,629	TENNESSEE	24.0%
IOWA	30,284	IOWA	23.2%
VERMONT	29,730	FLORIDA	22.6%
DELAWARE	12,693	MICHIGAN	18.5%
SOUTH DAKOTA	8,287	SOUTH DAKOTA	11.2%
OKLAHOMA	7,269	NEW HAMPSHIRE	9.7%
ALASKA	6,564	MAINE	8.0%
NEW HAMPSHIRE	6,179	ALASKA	6.4%
WISCONSIN	5,459	KANSAS	5.9%
KANSAS	3,606	OKLAHOMA	5.6%
MAINE	3,581	WISCONSIN	2.0%
DIST. OF COL.	2,367	NORTH DAKOTA	-0.9%
UTAH	-677	TEXAS	-2.7%
NORTH DAKOTA	-769	UTAH	-3.4%
VIRGINIA	-13,589	VIRGINIA	-6.0%
CONNECTICUT	-19,657	CONNECTICUT	-9.5%
WEST VIRGINIA	-24,106	WEST VIRGINIA	-15.9%
WYOMING	-26,721	NEW YORK	-25.1%
TEXAS	-29,212	WYOMING	-25.5%
NEVADA	-40,869	GEORGIA	-25.6%
NEBRASKA	-41,433	ILLINOIS	-30.0%
MINNESOTA	-45,157	MINNESOTA	-33.5%
OREGON	-46,623	NORTH CAROLINA	-39.5%
NEW YORK	-53,474	COLORADO	-40.2%
ARKANSAS	-64,150	NEVADA	-45.5%
GEORGIA	-79,019	OREGON	-49.1%
COLORADO	-84,248	NEBRASKA	-66.9%
NORTH CAROLINA	-130,113	ARKANSAS	-76.3%
ILLINOIS	-137,550	HAWAII	NA
<b>STATE TOTAL</b>	<b>1,584,982</b>	<b>STATE TOTAL</b>	<b>18.8%</b>

Source: Analysis of FHWA data

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**Table 3 - Percent of Available Federal-Aid Highway Funds Obligated**

[Through January of fiscal year]

State	Percent of formula funds obligated			Percent of Minimum Guarantee. High Priority Proj. Appalachian funds obligated		
	FY 99	FY 00	FY 01	FY 99	FY 00	FY 01
ALABAMA	22.2%	18.3%	41.2%	6.6%	11.6%	9.6%
ALASKA	28.9%	38.2%	40.7%	10.6%	15.4%	6.3%
ARIZONA	37.5%	26.4%	44.8%	0.0%	0.7%	9.7%
ARKANSAS	41.3%	27.4%	5.5%	13.4%	3.6%	2.3%
CALIFORNIA	8.1%	12.7%	27.4%	22.0%	4.4%	2.7%
COLORADO	71.1%	73.9%	39.4%	10.6%	38.3%	24.4%
CONNECTICUT	57.1%	63.0%	43.5%	21.4%	18.2%	44.1%
DELAWARE	25.3%	21.2%	31.1%	-2.4%	2.7%	1.3%
DIST. OF COL.	0.1%	7.7%	9.3%	9.2%	8.9%	8.0%
FLORIDA	25.2%	37.0%	37.0%	2.3%	11.3%	27.3%
GEORGIA	27.7%	41.3%	30.7%	0.7%	5.0%	0.1%
HAWAII	-2.2%	-8.9%	0.7%	0.0%	0.0%	35.4%
IDAHO	26.8%	6.9%	33.5%	3.4%	2.4%	-3.3%
ILLINOIS	27.1%	60.3%	38.8%	1.5%	9.9%	7.6%
INDIANA	53.0%	57.5%	70.0%	12.2%	9.6%	22.3%
IOWA	26.8%	49.7%	54.9%	0.6%	0.1%	2.6%
KANSAS	39.6%	23.5%	19.4%	0.8%	0.0%	16.9%
KENTUCKY	62.9%	32.0%	37.3%	13.9%	14.7%	30.9%
LOUISIANA	27.6%	29.9%	39.7%	9.2%	0.0%	-0.3%
MAINE	26.9%	35.8%	34.7%	5.9%	20.8%	26.1%
MARYLAND	56.1%	23.8%	27.9%	26.2%	24.1%	77.5%
MASSACHUSETTS	38.9%	39.4%	52.2%	1.3%	7.6%	28.3%
MICHIGAN	34.7%	36.9%	40.7%	20.6%	14.7%	21.8%
MINNESOTA	33.2%	43.4%	26.1%	8.6%	-0.7%	2.1%
MISSISSIPPI	48.8%	31.5%	77.3%	5.2%	0.5%	30.9%
MISSOURI	28.7%	57.7%	78.0%	14.9%	65.8%	81.5%
MONTANA	29.9%	38.4%	55.7%	0.0%	-7.2%	9.7%
NEBRASKA	27.0%	30.6%	8.8%	0.0%	43.7%	18.7%
NEVADA	34.4%	55.1%	29.9%	0.0%	6.8%	0.4%
NEW HAMPSHIRE	35.7%	58.5%	54.7%	-0.1%	4.4%	14.4%
NEW JERSEY	38.1%	40.0%	73.2%	3.9%	19.5%	14.6%
NEW MEXICO	38.3%	34.0%	48.6%	16.9%	22.1%	24.3%
NEW YORK	22.3%	15.7%	8.2%	37.5%	16.1%	18.3%
NORTH CAROLINA	48.7%	50.0%	29.9%	19.9%	32.3%	10.5%
NORTH DAKOTA	41.3%	60.3%	56.9%	-5.6%	-24.3%	-27.8%
OHIO	22.7%	12.3%	18.2%	12.3%	13.0%	8.9%
OKLAHOMA	34.8%	38.5%	38.3%	18.4%	-0.4%	1.5%
OREGON	22.1%	32.1%	17.2%	0.0%	7.7%	1.1%
PENNSYLVANIA	18.8%	16.1%	32.6%	17.3%	8.6%	16.1%
RHODE ISLAND	44.7%	31.2%	48.6%	5.7%	16.9%	45.2%
SOUTH CAROLINA	28.5%	23.0%	45.3%	1.9%	5.7%	42.5%
SOUTH DAKOTA	37.9%	43.7%	46.7%	4.1%	12.6%	4.4%
TENNESSEE	49.4%	46.9%	59.0%	36.5%	11.2%	4.3%
TEXAS	42.6%	64.9%	53.6%	36.4%	13.8%	33.3%
UTAH	10.5%	9.4%	5.8%	0.0%	0.7%	14.2%
VERMONT	38.5%	44.3%	66.7%	53.3%	16.5%	12.9%
VIRGINIA	45.9%	38.3%	35.8%	6.1%	8.5%	1.0%
WASHINGTON	31.3%	31.2%	49.9%	7.1%	23.8%	10.6%
WEST VIRGINIA	32.5%	66.5%	51.0%	5.9%	16.5%	16.3%
WISCONSIN	67.2%	55.3%	57.0%	19.3%	14.4%	0.1%
WYOMING	45.2%	67.4%	44.8%	36.3%	3.3%	2.1%
<b>STATE TOTAL</b>	<b>32.3%</b>	<b>36.1%</b>	<b>39.0%</b>	<b>14.3%</b>	<b>11.5%</b>	<b>16.2%</b>

Source: Analysis of FHWA data

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**Table 4 - Federal-Aid Highway Funds Remaining Available for Obligation**

[As of end of January of fiscal year, in thousands of dollars]

State	FY 99	FY 00	FY 01
ALABAMA	450,714	486,526	414,722
ALASKA	230,697	212,433	233,465
ARIZONA	292,446	337,077	307,092
ARKANSAS	230,345	305,841	393,858
CALIFORNIA	2,014,608	2,208,990	2,104,031
COLORADO	109,570	92,502	211,157
CONNECTICUT	187,116	187,498	241,929
DELAWARE	87,126	86,943	84,179
DIST. OF COL.	95,010	94,692	104,279
FLORIDA	853,681	813,291	850,607
GEORGIA	761,805	816,954	788,761
HAWAII	134,352	171,709	157,767
IDAHO	150,788	201,925	188,030
ILLINOIS	671,783	457,273	681,361
INDIANA	321,144	322,051	278,582
IOWA	228,379	183,972	195,948
KANSAS	187,724	253,392	275,900
KENTUCKY	222,396	355,608	351,830
LOUISIANA	329,664	364,476	375,796
MAINE	95,095	89,539	97,141
MARYLAND	186,617	319,100	315,619
MASSACHUSETTS	298,950	332,520	273,543
MICHIGAN	570,985	599,409	568,117
MINNESOTA	268,973	265,790	333,304
MISSISSIPPI	166,357	242,270	131,459
MISSOURI	436,793	260,777	142,114
MONTANA	193,048	172,787	137,351
NEBRASKA	135,662	133,792	191,750
NEVADA	146,379	134,587	145,506
NEW HAMPSHIRE	91,917	73,807	84,636
NEW JERSEY	436,022	499,624	317,925
NEW MEXICO	155,751	183,860	152,859
NEW YORK	922,518	1,133,177	1,345,180
NORTH CAROLINA	388,527	384,762	576,246
NORTH DAKOTA	95,589	80,909	95,190
OHIO	752,115	913,024	996,303
OKLAHOMA	255,064	283,634	322,314
OREGON	265,637	277,991	339,835
PENNSYLVANIA	1,078,703	1,249,652	1,091,574
RHODE ISLAND	91,133	109,738	89,695
SOUTH CAROLINA	288,302	341,209	256,959
SOUTH DAKOTA	131,654	139,458	159,843
TENNESSEE	313,849	384,804	392,021
TEXAS	1,088,484	846,195	1,043,782
UTAH	255,090	247,244	230,090
VERMONT	64,098	64,611	49,955
VIRGINIA	418,824	511,058	628,357
WASHINGTON	349,452	356,020	286,023
WEST VIRGINIA	236,306	204,025	197,619
WISCONSIN	196,527	280,745	304,127
WYOMING	99,976	73,838	117,393
<b>STATE TOTAL</b>	<b>18,213,294</b>	<b>19,259,089</b>	<b>19,786,027</b>

Source: Analysis of FHWA data

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**Table 5 - Federal Highway Funds Transferred to FTA**

[Thousands of dollars]

State	Through end of January of fiscal year	
	FY 00	FY 01
ALABAMA	0	2,600
ALASKA	0	135
ARIZONA	0	0
ARKANSAS	796	0
CALIFORNIA	0	59,954
COLORADO	10,181	3,957
CONNECTICUT	0	136
DELAWARE	0	0
DIST. OF COL.	0	0
FLORIDA	28,876	2,500
GEORGIA	7,914	6,876
HAWAII	0	0
IDAHO	0	1,906
ILLINOIS	-3,261	1,304
INDIANA	0	2,500
IOWA	1,967	3,249
KANSAS	3,406	2,412
KENTUCKY	0	0
LOUISIANA	0	0
MAINE	0	3,000
MARYLAND	0	0
MASSACHUSETTS	7,406	12,232
MICHIGAN	4,000	2,945
MINNESOTA	5,448	10,962
MISSISSIPPI	0	0
MISSOURI	3,664	0
MONTANA	0	247
NEBRASKA	0	0
NEVADA	2,178	0
NEW HAMPSHIRE	0	0
NEW JERSEY	0	20,500
NEW MEXICO	0	100
NEW YORK	0	5,868
NORTH CAROLINA	3,522	0
NORTH DAKOTA	0	0
OHIO	1,900	0
OKLAHOMA	0	0
OREGON	0	11,200
PENNSYLVANIA	4,396	1,398
RHODE ISLAND	5,200	0
SOUTH CAROLINA	0	0
SOUTH DAKOTA	0	0
TENNESSEE	1,773	2,400
TEXAS	2,835	638
UTAH	0	0
VERMONT	5,191	2,650
VIRGINIA	0	884
WASHINGTON	5,804	23,308
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
<b>STATE TOTAL</b>	<b>103,194</b>	<b>185,862</b>

Source: Analysis of FHWA data

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Contact: Dr. William R. Buechner 202-289-4434 or wbuechner@artba.org

