

Obligation of Federal Highway Funds, FY 2001

February
2001

March 16, 2001

Washington, D.C. – In February 2001, \$2.55 billion of federal highway funds were obligated by state and local departments of transportation (DOT) for highway and bridge projects, a 13.8% increase over the amount obligated in February 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.

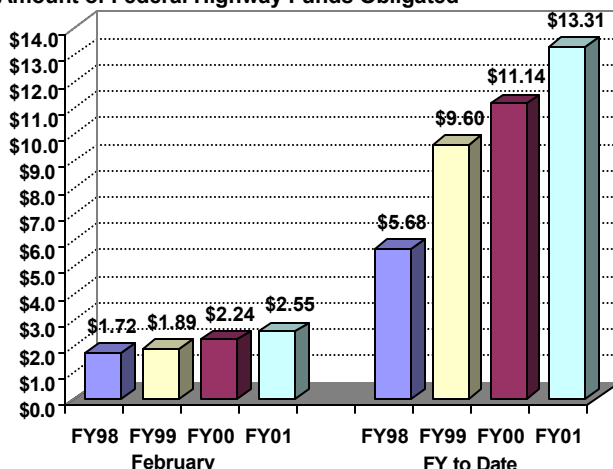
During the first five months of federal fiscal year 2001, a total of \$13.31 billion of federal highway funds was obligated for highway and bridge projects, 19.5% more than during the first five months of FY 2000. To date, states have obligated 47.5 percent of their formula funds, which must be used during the year or lost, and 20.6 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 21st 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.

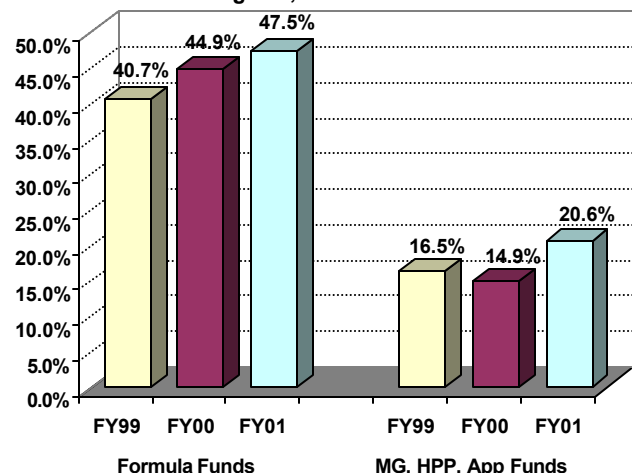
Federal Highway Funds Obligated by the States

[Billions of dollars]

Amount of Federal Highway Funds Obligated



Percent of Funds Obligated, Year to Date



American Road and Transportation Builders Association

For sale by the American Road and Transportation Builders Association, 1010 Massachusetts Ave., N.W., Washington, DC 20001 Phone: 202-289-4434
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 \$13.31 billion during the first five months of FY 2001, an increase of \$2.17 billion dollars or 19.5 percent over the first five months of FY 2000. Thirty-two states (one fewer than in January) and the District of Columbia are ahead of their year-ago pace, while eighteen 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 Pennsylvania, Maryland and New Jersey, while Maryland, South Carolina and Rhode Island showed the largest percentage increases. Largest decreases in dollar terms were registered by Illinois, Arkansas and West Virginia, while the largest percentage decreases were in Arkansas, Oregon and Nevada. 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 five months of FY 2001, the states obligated 47.5 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 somewhat ahead of the 44.9 percent pace of last year. State DOTs also obligated 20.6 percent of their Minimum Guarantee, High Priority Project and Appalachian Highway program funds, up from 14.9 percent a year ago. These funds are available until used and are not lost if they are not obligated during the fiscal year¹. State by state details are shown in Table 3.
- Funds remaining. As of the end of February 2001, states still had \$17.45 billion of obligation authority remaining. This was about \$270 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 February, the state Departments of Transportation had transferred \$339.0 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 \$190 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.

¹ 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 February of FY			Funds obligated, FY to date		
	FY 99	FY 00	FY 01	FY 99	FY 00	FY 01
ALABAMA	24,534	37,049	51,642	117,783	130,455	243,993
ALASKA	10,173	18,061	16,301	80,942	119,934	124,738
ARIZONA	15,348	15,534	35,020	137,562	110,434	218,770
ARKANSAS	10,958	13,414	8,122	129,733	97,455	28,013
CALIFORNIA	11,818	210,586	93,635	239,165	486,614	671,254
COLORADO	40,386	-7,985	74,040	245,179	201,555	199,331
CONNECTICUT	14,512	28,798	27,697	190,739	235,907	215,149
DELAWARE	4,804	6,812	13,040	30,765	28,052	46,974
DIST. OF COL.	11,723	3,406	5,305	12,532	11,494	15,760
FLORIDA	86,800	146,596	125,670	306,578	519,803	583,043
GEORGIA	21,261	44,428	95,975	205,143	352,912	325,440
HAWAII	3,354	1,121	-1,779	1,179	-8,776	19,953
IDAHO	7,898	18,288	2,011	47,997	30,425	54,294
ILLINOIS	108,659	120,069	147,047	301,769	578,432	467,860
INDIANA	77,886	66,799	-2,639	341,484	362,511	409,602
IOWA	43,334	24,592	71,846	110,003	155,135	232,673
KANSAS	45,612	24,883	13,727	143,725	85,757	78,207
KENTUCKY	31,361	87,882	21,327	239,733	219,397	215,121
LOUISIANA	14,475	34,427	85,780	113,894	135,733	232,119
MAINE	12,690	29,999	7,274	42,367	74,992	55,848
MARYLAND	451	7,114	41,440	194,235	107,144	314,955
MASSACHUSETTS	60,718	63,093	-18,638	208,693	221,229	225,664
MICHIGAN	42,521	61,630	34,493	299,887	343,801	368,820
MINNESOTA	42,144	34,236	59,434	147,902	169,116	149,156
MISSISSIPPI	43,658	65,136	47,886	162,738	149,514	289,156
MISSOURI	74,128	25,511	26,462	232,899	401,794	544,417
MONTANA	17,817	25,464	24,200	75,726	100,430	149,675
NEBRASKA	-1,251	7,259	43,982	44,281	69,221	64,510
NEVADA	-1,884	19,568	21,393	50,221	109,433	70,390
NEW HAMPSHIRE	21,229	27,344	22,740	57,947	90,894	92,469
NEW JERSEY	10,701	35,223	33,733	210,881	303,211	500,041
NEW MEXICO	25,912	23,606	17,959	107,618	109,764	139,828
NEW YORK	62,581	60,781	92,838	372,710	273,424	252,007
NORTH CAROLINA	10,944	14,452	193,979	297,922	343,753	393,167
NORTH DAKOTA	18,884	29,109	30,227	73,779	112,021	112,370
OHIO	59,905	42,042	52,902	250,681	173,104	228,983
OKLAHOMA	29,890	52,662	5,886	150,640	182,905	143,398
OREGON	20,273	13,415	9,543	76,400	108,448	57,952
PENNSYLVANIA	85,053	85,102	136,070	326,093	279,458	548,441
RHODE ISLAND	4,562	9,791	26,116	60,985	54,634	109,205
SOUTH CAROLINA	26,582	24,994	45,511	115,362	108,296	253,640
SOUTH DAKOTA	18,388	11,383	12,568	74,027	85,180	94,653
TENNESSEE	50,319	34,499	29,648	314,920	268,078	319,272
TEXAS	187,694	100,677	94,493	952,769	1,164,037	1,128,642
UTAH	69,306	30,790	32,128	94,487	50,534	51,195
VERMONT	11,369	10,045	-4,193	54,013	54,962	70,453
VIRGINIA	46,695	21,083	39,167	286,116	246,283	250,778
WASHINGTON	16,967	49,763	46,999	145,380	200,312	257,644
WEST VIRGINIA	66,501	40,300	6,030	129,199	192,139	133,763
WISCONSIN	43,592	112,634	69,554	314,528	379,494	341,871
WYOMING	36,857	19,003	17,098	114,563	123,915	95,289
STATE TOTAL	1,800,092	2,082,468	2,182,689	9,035,877	10,504,744	12,189,947
OTHER	91,423	155,111	364,261	560,717	636,315	1,123,941
GRAND TOTAL	1,891,514	2,237,579	2,546,950	9,596,593	11,141,059	13,313,888

Source: Analysis of FHWA data

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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
PENNSYLVANIA	268,983	MARYLAND	194.0%
MARYLAND	207,812	SOUTH CAROLINA	134.2%
NEW JERSEY	196,831	RHODE ISLAND	99.9%
CALIFORNIA	184,640	ARIZONA	98.1%
SOUTH CAROLINA	145,345	PENNSYLVANIA	96.3%
MISSOURI	142,623	MISSISSIPPI	93.4%
MISSISSIPPI	139,642	ALABAMA	87.0%
ALABAMA	113,538	IDAHO	78.5%
ARIZONA	108,336	LOUISIANA	71.0%
LOUISIANA	96,386	DELAWARE	67.4%
IOWA	77,538	NEW JERSEY	64.9%
FLORIDA	63,239	IOWA	50.0%
WASHINGTON	57,333	MONTANA	49.0%
OHIO	55,880	CALIFORNIA	37.9%
RHODE ISLAND	54,570	DIST. OF COL.	37.1%
TENNESSEE	51,194	MISSOURI	35.5%
NORTH CAROLINA	49,414	OHIO	32.3%
MONTANA	49,244	WASHINGTON	28.6%
INDIANA	47,090	VERMONT	28.2%
NEW MEXICO	30,064	NEW MEXICO	27.4%
HAWAII	28,730	TENNESSEE	19.1%
MICHIGAN	25,020	NORTH CAROLINA	14.4%
IDAHO	23,869	INDIANA	13.0%
DELAWARE	18,921	FLORIDA	12.2%
VERMONT	15,491	SOUTH DAKOTA	11.1%
SOUTH DAKOTA	9,473	MICHIGAN	7.3%
ALASKA	4,804	ALASKA	4.0%
VIRGINIA	4,495	MASSACHUSETTS	2.0%
MASSACHUSETTS	4,435	VIRGINIA	1.8%
DIST. OF COL.	4,266	NEW HAMPSHIRE	1.7%
NEW HAMPSHIRE	1,575	UTAH	1.3%
UTAH	662	NORTH DAKOTA	0.3%
NORTH DAKOTA	349	COLORADO	-1.1%
COLORADO	-2,223	KENTUCKY	-1.9%
KENTUCKY	-4,276	TEXAS	-3.0%
NEBRASKA	-4,711	NEBRASKA	-6.8%
KANSAS	-7,550	GEORGIA	-7.8%
MAINE	-19,145	NEW YORK	-7.8%
MINNESOTA	-19,960	CONNECTICUT	-8.8%
CONNECTICUT	-20,758	KANSAS	-8.8%
NEW YORK	-21,416	WISCONSIN	-9.9%
GEORGIA	-27,472	MINNESOTA	-11.8%
WYOMING	-28,626	ILLINOIS	-19.1%
TEXAS	-35,396	OKLAHOMA	-21.6%
WISCONSIN	-37,622	WYOMING	-23.1%
NEVADA	-39,043	MAINE	-25.5%
OKLAHOMA	-39,506	WEST VIRGINIA	-30.4%
OREGON	-50,495	NEVADA	-35.7%
WEST VIRGINIA	-58,377	OREGON	-46.6%
ARKANSAS	-69,442	ARKANSAS	-71.3%
ILLINOIS	-110,572	HAWAII	NA
STATE TOTAL	1,685,203	STATE TOTAL	16.0%

Source: Analysis of FHWA data

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

[Through February 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	23.5%	26.2%	51.4%	17.7%	15.0%	14.3%
ALASKA	33.6%	46.1%	46.6%	10.5%	14.5%	5.9%
ARIZONA	42.2%	30.8%	53.5%	0.0%	0.7%	11.1%
ARKANSAS	46.5%	31.7%	6.9%	10.6%	3.2%	6.2%
CALIFORNIA	8.7%	23.0%	32.6%	22.0%	4.9%	4.1%
COLORADO	86.6%	70.3%	65.0%	-1.8%	38.4%	25.7%
CONNECTICUT	61.6%	73.1%	49.9%	23.5%	20.8%	53.9%
DELAWARE	30.0%	28.0%	43.2%	-2.9%	2.8%	1.5%
DIST. OF COL.	13.4%	11.5%	14.6%	9.2%	8.9%	8.0%
FLORIDA	32.8%	51.1%	45.6%	12.0%	17.3%	41.2%
GEORGIA	30.8%	47.5%	42.0%	1.0%	5.1%	4.7%
HAWAII	1.2%	-7.8%	-0.8%	0.0%	0.0%	35.4%
IDAHO	32.0%	18.5%	34.8%	4.2%	3.1%	-3.3%
ILLINOIS	42.4%	75.8%	55.6%	2.3%	18.6%	14.9%
INDIANA	66.7%	71.3%	68.8%	23.7%	8.3%	24.9%
IOWA	44.3%	58.9%	79.5%	0.6%	0.1%	4.6%
KANSAS	58.1%	32.6%	24.3%	0.8%	2.0%	16.9%
KENTUCKY	70.2%	54.8%	42.5%	21.0%	20.9%	30.9%
LOUISIANA	30.6%	39.9%	60.7%	13.7%	0.1%	4.6%
MAINE	37.5%	62.0%	40.5%	13.7%	21.3%	25.9%
MARYLAND	53.8%	25.6%	34.2%	37.7%	25.3%	85.8%
MASSACHUSETTS	55.0%	55.8%	47.8%	1.3%	8.4%	28.3%
MICHIGAN	40.5%	42.7%	43.1%	23.7%	25.5%	32.1%
MINNESOTA	47.0%	51.6%	44.4%	9.7%	10.3%	2.3%
MISSISSIPPI	67.0%	55.6%	94.8%	5.2%	1.7%	30.9%
MISSOURI	43.0%	62.5%	83.6%	15.8%	65.7%	88.9%
MONTANA	40.0%	49.8%	66.6%	-3.0%	-3.3%	9.7%
NEBRASKA	26.2%	34.0%	31.6%	0.0%	49.5%	18.7%
NEVADA	33.1%	67.8%	43.1%	0.0%	6.8%	0.4%
NEW HAMPSHIRE	54.7%	83.8%	71.0%	6.1%	5.5%	23.3%
NEW JERSEY	40.2%	44.4%	77.6%	3.9%	24.6%	17.6%
NEW MEXICO	52.4%	41.7%	54.6%	13.5%	35.7%	30.9%
NEW YORK	28.4%	20.8%	15.8%	38.1%	18.5%	20.0%
NORTH CAROLINA	50.5%	52.6%	57.7%	20.7%	32.3%	25.8%
NORTH DAKOTA	55.1%	80.8%	77.1%	-4.3%	-24.3%	-28.0%
OHIO	30.9%	17.9%	23.4%	12.5%	13.6%	12.1%
OKLAHOMA	44.1%	49.8%	40.0%	18.8%	18.7%	1.7%
OREGON	30.0%	35.6%	20.5%	0.1%	11.5%	1.6%
PENNSYLVANIA	27.5%	20.8%	43.8%	19.2%	16.5%	23.9%
RHODE ISLAND	48.4%	38.7%	64.6%	5.7%	16.9%	55.4%
SOUTH CAROLINA	37.1%	30.3%	56.9%	1.9%	5.7%	44.9%
SOUTH DAKOTA	50.8%	50.6%	54.3%	4.1%	12.6%	4.3%
TENNESSEE	61.5%	53.2%	65.1%	36.6%	15.1%	5.1%
TEXAS	54.6%	70.3%	58.8%	39.8%	17.9%	35.3%
UTAH	39.6%	23.7%	15.5%	0.0%	3.1%	38.2%
VERMONT	51.9%	55.0%	61.6%	38.0%	18.1%	17.6%
VIRGINIA	54.9%	42.2%	41.9%	7.0%	8.5%	4.3%
WASHINGTON	35.7%	42.4%	59.4%	6.5%	29.3%	18.6%
WEST VIRGINIA	67.8%	76.3%	52.0%	11.0%	27.7%	16.5%
WISCONSIN	78.7%	79.7%	68.9%	19.3%	14.5%	13.6%
WYOMING	69.2%	79.8%	54.3%	40.0%	3.3%	6.6%
STATE TOTAL	40.7%	44.9%	47.5%	16.5%	14.9%	20.6%

Source: Analysis of FHWA data

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

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

State	FY 99	FY 00	FY 01
ALABAMA	426,335	449,903	362,483
ALASKA	221,235	194,722	220,721
ARIZONA	277,223	321,542	271,089
ARKANSAS	219,488	295,355	386,455
CALIFORNIA	2,003,291	2,000,054	1,945,070
COLORADO	69,273	102,243	136,424
CONNECTICUT	172,720	152,994	208,298
DELAWARE	82,412	80,352	70,876
DIST. OF COL.	83,377	91,285	98,738
FLORIDA	767,235	665,101	720,724
GEORGIA	740,818	773,987	689,550
HAWAII	131,088	171,280	159,240
IDAHO	142,980	183,637	185,561
ILLINOIS	563,381	325,396	532,937
INDIANA	243,450	255,337	281,026
IOWA	185,136	159,959	123,357
KANSAS	142,202	229,689	262,421
KENTUCKY	191,167	268,301	332,619
LOUISIANA	315,318	331,624	291,381
MAINE	82,495	59,889	90,319
MARYLAND	186,286	312,349	274,276
MASSACHUSETTS	237,875	268,860	291,273
MICHIGAN	528,709	539,348	531,129
MINNESOTA	226,944	229,137	268,450
MISSISSIPPI	122,828	177,765	84,066
MISSOURI	364,618	235,606	101,039
MONTANA	175,321	148,282	113,873
NEBRASKA	137,003	126,840	147,590
NEVADA	148,353	115,020	124,042
NEW HAMPSHIRE	70,778	46,529	62,244
NEW JERSEY	425,517	464,401	286,286
NEW MEXICO	129,929	160,254	136,733
NEW YORK	860,330	1,073,111	1,251,165
NORTH CAROLINA	377,820	370,835	380,601
NORTH DAKOTA	76,795	50,975	63,439
OHIO	692,445	871,432	943,213
OKLAHOMA	225,285	231,272	315,886
OREGON	245,458	265,035	329,939
PENNSYLVANIA	994,033	1,165,440	919,815
RHODE ISLAND	86,661	99,948	63,229
SOUTH CAROLINA	261,842	316,539	210,460
SOUTH DAKOTA	113,356	130,075	146,847
TENNESSEE	263,706	348,610	361,030
TEXAS	901,290	749,219	946,863
UTAH	185,874	216,610	197,965
VERMONT	52,819	53,747	55,266
VIRGINIA	372,279	490,566	576,732
WASHINGTON	332,624	303,721	241,242
WEST VIRGINIA	169,895	167,738	198,759
WISCONSIN	153,086	168,731	233,370
WYOMING	63,209	54,836	99,892
STATE TOTAL	16,420,308	17,181,144	17,452,999

Source: Analysis of FHWA data

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Table 5 - Federal Highway Funds Transferred to FTA

[Thousands of dollars]

State	Through February of fiscal year	
	FY 00	FY 01
ALABAMA	0	2,600
ALASKA	0	135
ARIZONA	0	0
ARKANSAS	796	0
CALIFORNIA	0	123,919
COLORADO	10,181	3,957
CONNECTICUT	6,412	5,282
DELAWARE	0	0
DIST. OF COL.	0	3,512
FLORIDA	28,876	4,450
GEORGIA	7,938	8,076
HAWAII	0	0
IDAHO	0	1,906
ILLINOIS	17,699	1,304
INDIANA	0	2,500
IOWA	2,003	3,280
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	6,408
MINNESOTA	8,155	17,962
MISSISSIPPI	250	0
MISSOURI	4,354	14,325
MONTANA	0	247
NEBRASKA	0	0
NEVADA	2,178	0
NEW HAMPSHIRE	234	0
NEW JERSEY	0	20,500
NEW MEXICO	0	300
NEW YORK	0	5,964
NORTH CAROLINA	3,522	0
NORTH DAKOTA	1,184	1,142
OHIO	1,900	0
OKLAHOMA	0	0
OREGON	0	11,200
PENNSYLVANIA	4,406	35,016
RHODE ISLAND	5,200	0
SOUTH CAROLINA	0	0
SOUTH DAKOTA	0	0
TENNESSEE	3,511	2,400
TEXAS	2,835	638
UTAH	0	0
VERMONT	6,010	2,650
VIRGINIA	0	17,084
WASHINGTON	11,029	24,583
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
STATE TOTAL	143,482	338,986

Source: Analysis of FHWA data

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