

AASHTO Summary of the House Surface Transportation Bill SURFACE TRANSPORTATION REAUTHORIZATION AND REFORM ACT (STRRA)

October 23, 2015

OVERVIEW

On October 22, 2015, led by Chairman Bill Shuster (R-PA) and Ranking Member Peter DeFazio (D-OR), the House Committee on Transportation and Infrastructure (T&I) passed a bill entitled the *Surface Transportation Reauthorization and Reform Act (STRRA) of 2015*.

Like its Senate counterpart, the *Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act*, which passed the Senate on July 30, 2015, this House bill represents a comprehensive surface transportation policy proposal that authorizes federal highway, highway safety, and transit programs between federal fiscal year 2016 through 2021.

Overall, the STRRA authorizes surface transportation funding for six years for highways, highway safety, and transit at current services—baseline funding adjusted for inflation—which totals \$339 billion between FY 2016 and FY 2021, at an average of \$56.6 billion per year. Of this amount, \$325 billion would receive contract authority derived from the Highway Trust Fund and the remaining \$13.7 billion is from the General Fund. There is also a provision which would repeal \$6 billion of unobligated contract authority in the midpoint of the bill in 2018.

Unlike the DRIVE Act, the STRRA does not currently contain a revenue title to identify additional revenues for the Highway Trust Fund (HTF) beyond the amount estimated from current-law taxes and fees. However, like the DRIVE Act, the STRRA is expected to provide at least enough revenue to keep the HTF solvent for only the first three years of the bill, from FY 2016 to 2018. Funding authorizations for years 2019 through 2021 would be contingent upon adding enough revenues to the HTF to maintain the “minimum prudent balance” level of \$4 billion for the Highway Account and \$1 billion for the Mass Transit Account in any given fiscal year.

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COMPREHENSIVE FUNDING TABLE

In millions of dollars / HTF = Highway Trust Fund / GF = General Fund

Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	6-Year Total	6-Year Avg
HIGHWAYS									
National Highway Performance Program	21,908	22,239 1.5%	22,630 1.8%	23,086 2.0%	23,596 2.2%	24,087 2.1%	24,579 2.0%	140,217	23,370
Surface Transportation Program	10,077	10,300 2.2%	10,513 2.1%	10,767 2.4%	10,990 2.1%	11,249 2.4%	11,508 2.3%	65,327	10,888
Highway Safety Improvement Program	2,192	2,215 1.0%	2,253 1.7%	2,298 2.0%	2,344 2.0%	2,391 2.0%	2,439 2.0%	13,940	2,323
Railway-Highway Crossings Program	220	225 2.3%	230 2.2%	235 2.2%	240 2.1%	245 2.1%	250 2.0%	1,425	238
Congestion Mitigation and Air Quality Improvement Program	2,267	2,299 1.4%	2,340 1.8%	2,387 2.0%	2,434 2.0%	2,484 2.1%	2,533 2.0%	14,477	2,413
Metropolitan Planning Program	314	318 1.4%	324 1.9%	330 1.9%	337 2.1%	344 2.1%	351 2.0%	2,004	334
Transportation Alternatives Program	820	820 0.0%	820 0.0%	820 0.0%	820 0.0%	820 0.0%	820 0.0%	4,920	820
Total, Apportioned Programs (HTF)	37,798	38,416 1.6%	39,110 1.8%	39,923 2.1%	40,761 2.1%	41,620 2.1%	42,480 2.1%	242,310	40,385
Federal Lands and Tribal Transportation Programs	1,000	1,040 4.0%	1,065 2.4%	1,090 2.3%	1,105 1.4%	1,140 3.2%	1,175 3.1%	6,615	1,103
Research Programs	400	414 3.5%	418 1.0%	418 0.0%	420 0.5%	420 0.0%	420 0.0%	2,510	418
Miscellaneous Programs	357	367 2.8%	367 0.0%	367 0.0%	367 0.0%	367 0.0%	367 0.0%	2,202	367
Transportation Infrastructure Financing and Innovation Act	1,000	200 -80.0%	200 0.0%	200 0.0%	200 0.0%	200 0.0%	200 0.0%	1,200	200
Nationally Significant Freight and Highway Projects	n/a	725 n/a	735 1.4%	750 2.0%	750 0.0%	750 0.0%	750 0.0%	4,460	743
FHWA Administrative	440	440 0.0%	440 0.0%	440 0.0%	440 0.0%	440 0.0%	440 0.0%	2,640	440
Total, Other Programs (HTF)	3,197	3,186 -0.3%	3,225 1.2%	3,265 1.2%	3,282 0.5%	3,317 1.1%	3,352 1.1%	19,627	3,271
Total, Federal-aid Highway Program (HTF)	40,995	41,602 1.5%	42,335 1.8%	43,188 2.0%	44,043 2.0%	44,937 2.0%	45,832 2.0%	261,937	43,656
Obligation Limitation (Full Year)	40,256	40,867 1.5%	41,599 1.8%	42,453 2.1%	43,307 2.0%	44,201 2.1%	45,096 2.0%	257,523	42,921
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	40,995	42,113 2.7%	43,034 2.2%	43,961 2.2%	45,001 2.4%	46,042 2.3%	47,183 2.5%	267,333	44,556
TRANSIT									
Planning Programs	129	129 0.0%	129 0.0%	131 2.0%	134 2.0%	137 2.1%	140 2.0%	799	133
Urbanized Area Formula Grants	4,459	4,459 0.0%	4,459 0.0%	4,549 2.0%	4,640 2.0%	4,735 2.0%	4,829 2.0%	27,671	4,612
Elderly and Disabled	258	262 1.4%	267 1.9%	272 1.9%	278 2.2%	283 1.8%	289 2.1%	1,651	275
Rural Formula Grants	608	608 0.0%	608 0.0%	620 2.0%	632 1.9%	645 2.1%	658 2.0%	3,771	629
State of Good Repair	2,166	2,198 1.5%	2,238 1.8%	2,283 2.0%	2,329 2.0%	2,376 2.0%	2,424 2.0%	13,848	2,308
Bus and Bus Facility Formula	428	430 0.5%	432 0.5%	445 3.0%	458 2.9%	472 3.1%	486 3.0%	2,723	454
Competitive Bus Grants	n/a	90 n/a	200 122.2%	200 0.0%	200 0.0%	200 0.0%	200 0.0%	1,090	182
Fast Growth/High Density	526	526 0.0%	526 0.0%	537 2.1%	547 1.9%	558 2.0%	570 2.2%	3,264	544
Other Programs	22	22 0.5%	22 0.0%	22 0.0%	22 0.0%	22 0.0%	22 0.0%	132	22
Total, Apportioned Programs (HTF)	8,595	8,724 1.5%	8,881 1.8%	9,059 2.0%	9,240 2.0%	9,428 2.0%	9,618 2.0%	54,949	9,158
Total, Other Programs (GF)	187	146 -21.9%	148 1.4%	151 2.0%	154 2.0%	157 1.9%	160 1.9%	916	153
Capital Investment Grants (GF)	1,907	2,029 6.4%	2,065 1.8%	2,106 2.0%	2,149 2.0%	2,193 2.0%	2,237 2.0%	12,779	2,130
Total, Federal Transit Program (HTF and GF)	10,689	10,899 2.0%	11,094 1.8%	11,316 2.0%	11,543 2.0%	11,778 2.0%	12,015 2.0%	68,644	11,441
AASHTO Base Funding Scenario: Sustain Current Investment in Real Terms	10,694	12,007 12.3%	12,210 1.7%	12,414 1.7%	12,657 2.0%	12,901 1.9%	12,996 0.7%	75,185	12,531
HIGHWAY SAFETY									
Federal Motor Carrier Safety Administration (HTF)	572	597 4.4%	569 -4.7%	585 2.8%	601 2.7%	617 2.7%	633 2.6%	3,602	600
National Highway Traffic Safety Administration (HTF)	680	712 4.7%	726 2.0%	741 2.1%	757 2.2%	774 2.2%	790 2.1%	4,500	750
Total, Highway Safety Program (HTF)	1,252	1,309 4.6%	1,295 -1.1%	1,326 2.4%	1,358 2.4%	1,391 2.4%	1,423 2.3%	8,102	1,350
GRAND TOTAL (HTF)	50,842	51,635 1.6%	52,511 1.7%	53,573 2.0%	54,641 2.0%	55,756 2.0%	56,873 2.0%	324,988	54,165
GRAND TOTAL (HTF and GF)	52,936	53,810 1.7%	54,724 1.7%	55,830 2.0%	56,944 2.0%	58,106 2.0%	59,270 2.0%	338,683	56,447
Program Category	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	6-Year Total	6-Year Avg

HIGHLIGHTS OF KEY PROVISIONS IN STRRA

Highway Trust Fund

- Like the DRIVE Act, a “reserve fund” clause requires the Highway Account and the Mass Transit Account to maintain balances of \$4 billion and \$1 billion, respectively, throughout the entire fiscal year for 2019 to 2021 in order to authorize funds.
- Similar to the Revenue Aligned Budget Authority (RABA) from TEA-21 which was intended to adjust annual contract authority based on actual HTF receipts, STRRA creates a mechanism which adjusts contract authority and obligation limitation based on the difference between actual receipts during each of the six years of the bill versus what is currently estimated for both HTF accounts from 2015 to 2019.
- STRRA rescinds \$6 billion of unobligated contract authority on July 1, 2018, which would be derived from Federal-aid Highway Program categories other than the Highway Safety Improvement Program, Railway-Highway Crossings Program, Metropolitan Planning, and suballocated portions of the Surface Transportation Block Grant Program. In addition, non-exempt program categories must be rescinded in a proportional manner. As of the end of FY 2015, \$15.2 billion of unobligated contract authority was carried by all states.

Surface Transportation Block Grant Program (STBGP)

- Surface Transportation Program (STP), one of the core Federal-aid Highway Program categories, is renamed as Surface Transportation Block Grant Program (STBGP).
- STBGP is suballocated based on population in a graduated manner, increasing one percent per year from 51 percent of total STBGP dollars in 2016 to 55 percent by 2021; this is slightly different than the DRIVE Act which provides 55 percent of total dollars based on suballocation in each of the six years, with the states receiving the remaining 45 percent.
- Transportation Alternatives Program is folded into STBGP as an “STP Set-aside,” funded at a fixed amount of \$820 million per year. In addition, up to 50 percent of the suballocated portion of STP Set-aside could be transferred to STBGP, which means up to 75 percent of total STP Set-aside dollars can be transferred. The optional Recreational Trails eligibility remains the same.
- “Supplemental funds” are provided for STBGP, boosting funding from 2016 and 2021 between \$71 and \$240 million per year.

National Highway Performance Program (NHPP)

- NHPP dollars are eligible to be expended on non-NHS highway bridges that are on the one million-mile network of Federal-aid highways. (The current Off-system Bridge set-aside under STP/STBGP is retained, which funds bridges not on a Federal-aid highway.) This provision addresses the “donut hole” issue for federal bridge funding by making eligible under NHPP bridges that are in the one million-mile network, but not in the 230,000-mile National Highway System.
- “Supplemental funds” are provided for NHPP from 2019 to 2021 between \$54 and \$80 million per year.

Project Delivery and Streamlining

- The following changes seen in the DRIVE Act are retained:
 - Adjusting for inflation the dollar thresholds for projects that qualify for Categorical Exclusions.
 - Allowing for greater reliance on documents prepared during the planning process.

- Expanding the multimodal categorical exclusion established in MAP-21 to provide the authority for any USDOT operating administration to use a categorical exclusion of another operating administration.
- Similar to the DRIVE Act, STRRA also requires “early concurrence or issue resolution” during the scoping process on purpose and need and the range of alternatives to analyze in the environmental review process, which would have an adverse impact on project delivery compared to current law which calls only for “coordination.”

Freight and Major Projects

- STRRA creates the National Highway Freight Network, which includes the Interstate Highway System plus any miles on the 41,000-mile Primary Freight Network not on the Interstate.
- The bill establishes the Nationally Significant Freight and Highway Projects (NSFHP) discretionary grant program designed for major highway and freight projects on the National Multimodal Freight Network, the NHS, and rail-grade crossings funded at \$725 million in 2016 increasing to \$750 million by 2018. NSFHP differs from the DRIVE Act as it is solely a discretionary grant program, however unlike current programs such as TIGER and PNRS, it is derived from the Highway Trust Fund and granted contract authority. Its features include:
 - Eligibility only for projects that cost the minimum of at least \$100 million, 30 percent of a state’s apportioned total, or 50 percent of the apportioned total for the largest state in case of multistate projects.
 - 20 percent is set aside for rural projects.
 - Multimodal eligibility is limited to \$500 million over six years, to projects on the National Multimodal Freight Network that also benefit NHFN freight movement, and to public benefit associated costs of a project.
 - Federal share is limited to 50 percent of project cost, though NHPP and STP apportionments can be used as non-Federal match as long as the total amount of Federal dollars do not exceed 80 percent of project cost.
 - Could be used to pay for subsidy cost of a TIFIA loan.
 - Within 60 days, Congress reserves the right to disapprove any project contained in the USDOT-approved list.

Design Standards

- STRRA requires design standards under 23 USC 109 to consider “cost savings by utilizing flexibility that exists in current design guidance and regulations.”
- Similar to the DRIVE Act, the bill adds the AASHTO *Highway Safety Manual* and the *Urban Street Design Guide* by the National Association of City Transportation Officials to the list of resources to be utilized for design criteria development.
- Local entities that are direct recipients of federal dollars are allowed to use a design publication that is different than one used by the state DOT.

Revenue and Financing

- TIFIA is funded at \$200 million per year, compared to \$300 million in the DRIVE Act. However, flexibility in “buying down” TIFIA subsidy and administrative costs is increased, as NHPP and Nationally Significant Freight and Highway Projects grant dollars could be applied.
- Interstate System Reconstruction and Rehabilitation Pilot Program is revised to limit the reservation of each of the current three slots to 3 years. In addition, current slot holders have one year prior to expiration. These limits can be extended by one year if there is deemed to be material progress.

- STRRA brings back the old SAFETEA-LU eligibility to capitalize State Infrastructure Banks with up to 10 percent of a state's formula dollars from NHPP and STBGP.

Highway Safety

- STRRA removes current law eligibility which allows use of Highway Safety Improvement Program (HSIP) funds for non-infrastructure safety programs, such as education and enforcement activities. Unlike the DRIVE Act, however, overall HSIP funding level is maintained at current baseline.
- Within two years, USDOT is required to publish a report that identifies and disseminates examples of best practices where States have adopted measures that have successfully provided for the safe and adequate accommodation of all users of the transportation network in all phases of project development and operation.
- USDOT is required to conduct a study on the impacts of marijuana-impaired driving.

Performance Management

- STRRA requires USDOT to develop new national-level performance measures concerning *Integrated Economic Development*. Specifically, the Secretary will establish new measures for states to use to assess the conditions, accessibility and reliability of roads in economically distressed urban communities. This includes establishing a new national goal on *Integrated Economic Development* and requiring state DOTs to establish targets to the measures.
- Eliminates the need for state DOTs to collect safety data and information on unpaved/gravel roads.

Planning

- There are no significant changes to the performance-based planning process established in MAP-21.
- Expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism of the transportation system.
- Requires state DOTs to incorporate the performance measures of a transit agency not represented by a metropolitan planning organization (MPO) into its long range transportation plan regardless if it is in an urban or rural area.
- Adds language that the long-range transportation plan should consider public ports as well as freight shippers.
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process.
- Clarified what "private providers of transportation" include.
- Changed to a "shall" regarding the inclusion of description of performance measures and the system performance report in a state's long-range transportation plan.
- Requires states to establish a State Freight Plan, either separately or part of the States long range plan. If separate, it must be updated every five years.

Asset Management

- There are no significant changes to the requirement that State DOTs must develop a risk-based asset management plan.
- Money under the new Surface Transportation Block Grant Program could be used to develop an asset management plan.

Research and Innovation

- Research program funding levels remain the same; however, the new Advanced Transportation Technologies Program is created, to be funded at \$75 million carved out of the overall research dollars available under STRRA.
- The bill creates the National Surface Transportation and Innovative Finance Bureau to integrate current federal credit programs under TIFIA and the Railroad Rehabilitation and Infrastructure Financing (RRIF) program with institutional capacity-building and project permitting and expediting efforts under one office, under an Executive Director at the Office of the Secretary of Transportation.
- Funded between \$15 and \$20 million per year, STRRA authorizes a research program to examine user fee-based alternative revenue mechanisms to ensure long-term HTF solvency.
- Similar to the DRIVE Act, the bill provides \$5 million for a study on actions needed to upgrade and repair the Interstate Highway System to meet growing and shifting demands over the next 50 years.

Public Transportation

- Similar to SAFETEA-LU and the DRIVE Act, the Bus and Bus Facility discretionary grant is revived as Competitive Grants for Bus State of Good Repair.
- Statutorily reduces federal share for New Starts from 80 percent to 50 percent.
- The requirement on Buy America content increases from 60 percent under current law to 70 percent by 2020.
- Extends the deadline for installation of Positive Train Control from December 31, 2015 to December 31, 2018. After this three-year period, the Secretary has the authority to extend, on an individual basis, a deadline for an additional two years.

PROJECT DELIVERY AND STREAMLINING

The bill mirrors language in the DRIVE Act that expands the multimodal categorical exclusion established in MAP-21 to provide the authority for any USDOT operating administration to use a categorical exclusion of another operating administration. The Act also requires USDOT to delegate to states, responsibility for project design, plans, specifications, estimates, contract awards and inspection of projects, to the maximum extent practicable. In addition, USDOT is required to work with the states to develop legislative recommendations for the delegation of additional authorities to the states, including real estate acquisition and project design.

- Requires annual indexing of the financial thresholds for the categorical exclusion for projects with limited federal assistance, in accordance with the consumer price index. This would ensure that the value of the reform stays constant and does not degrade over time.
- Requires federal resource agencies to give “substantial weight” to the recommendations in programmatic mitigation plans when carrying out NEPA responsibilities or other federal environmental laws. Current law states that agencies “may use” the mitigation plans.
- Exempts certain railroad and railroad transit lines from being treated as historic sites.
- Allows project sponsors to request from USDOT modal administrations, funding to provide to federal agencies, state agencies and Indian tribes participating in the environmental planning and review process to expedite and improve permitting and review processes. Expands project sponsors authorized to make this request beyond states to “public entities receiving financial assistance from USDOT.

- Exempts bridges from Section 4(f) analysis if they are exempt under Section 106 of the National Historic Preservation Act.
- Amends the audit process for states that have federal NEPA assignment by making audits annual for four years, rather than the current semiannual audits in the first two years of assignment. Audits cannot exceed 180 days and the audit team must be developed in consultation with the state. The states may assume NEPA for locally administered projects.
- Establishes a pilot program for states with NEPA assignment to either substitute their State environmental review law(s) for NEPA or allow NEPA to substitute for their state environmental review law(s). The Council on Environmental Quality (CEQ) must concur with the substitution.
- Requires participating agencies to give substantial deference to lead agency recommendations and decisions.
- Encourages programmatic approaches to environmental reviews.
- Requires lead agencies to invite participating agencies with 45 days of initiating the environmental review process.
- Requires lead agencies to develop public and agency coordination process within 90 days of initiation of environmental review process.
- Expands the 180 day decision deadline for resource agencies to apply to Categorical Exclusions (CEs) and Environmental Assessments (EAs), in addition to Environmental Impact Statements (EISs).
- Requires USDOT to submit to Congress and post online, a report on Federal agencies failures to make a permit decision. USDOT must continue the posting a notice every 60 days thereafter until the agency decision is made.
- Requires that any issue resolved by the lead and participating agencies may not be reconsidered unless significant new information or circumstances arise.
- Eliminates referral to the President for issue resolutions. Issue resolution remains with CEQ.
- Upon the request of the state, Allows USDOT to exercise all existing flexibilities under and exceptions to Title 23 and other requirements administered by USDOT; and provide additional flexibility or expedited processing with respect to Title 23 and other requirements administered by USDOT.
- Requires federal agencies to rely on the NEPA document to the maximum extent practicable for permits and reviews. Lead agencies are required to develop a single environmental document sufficient for all federal approvals/permits, to the maximum extent practicable. Participating agencies are required to provide information in a timely manner.
- Directs USDOT, in coordination with a steering committee consisting of various federal agencies, to develop a coordinated and concurrent environmental review and permitting process for transportation projects initiating an EIS. The process must require “early concurrence or issue resolution” during the scoping process on purpose and need and the range of alternatives to analyze in the environmental review.
- Requires lead agencies to establish project schedules for the completion of the environmental review processes for environmental impact statements and environmental assessments after consultation with and the concurrence of each participating agency for the project. MAP-21 allowed but did not require this schedule.
- Repeals from general NEPA law (42 United States Code) and adds to Title 49 and Title 23 two MAP-21 streamlining measures: 1) allowing a final Environmental Impact Statement (EIS) to consist of the draft EIS with errata pages if comments on the draft were “minor” and 2) directing USDOT to issue a combined final EIS and record of decision (ROD) “to the maximum extent practicable.”

- Requires the lead agency, in consultation with participating agencies to develop a checklist of potential natural, cultural and historic resources in the area of the project and provide such list to the project sponsor. This language is also included in the DRIVE Act.
- Improves the process for carrying planning level decisions forward into the NEPA process and expands the decisions that may be carried forward. Eliminates the DRIVE Act requirement for concurrence of participating agencies to adopt and use a planning product in the NEPA process. However, this section requires that the planning product be “sufficient to meet NEPA requirements.”
- Requires USDOT to establish an online reporting system to make publicly available information related to progress and status of environmental reviews and permitting on projects requiring either an environmental impact statement or an environmental assessment. This reporting system would provide for reporting not only from DOT on the NEPA action but also from resource and regulatory agencies.
- Requires USDOT, in coordination with the Department of Interior (DOI) and the Advisory Council on Historic Preservation (ACHP), to develop procedures to better align NEPA, Section 4(f) of the Department of Transportation Act and section 106 of the National Historic Preservation Act processes. If USDOT determines through the NEPA process that there is no prudent and feasible alternative to using the historic property and the State Historic Preservation Office (SHPO), ACHP and DOI concur, 4(f) requirements are satisfied. This language is also included in the DRIVE Act.
- Requires the US Comptroller General to assess the project delivery progress made under MAP-21, SAFETEA-LU and report to Congress within 2 years of enactment of the legislation.
- During the NEPA alternative analysis, requires lead agencies to “seek the involvement of participating agencies and the public for the purpose of reaching agreement...on range of alternatives” Current language requires the lead agency to “provide an opportunity for involvement of participating agencies and the public in determining the range of alternatives...”. Participating agencies are required to give substantial deference to lead agency and comment only on areas within special expertise or jurisdiction. The range of alternatives determined under this process shall be the range of alternatives for all Federal environmental reviews and permit processes.
- Adds vehicle to infrastructure communication equipment to the list of eligible projects for CMAQ funding. Provides exceptions to the requirement for states and MPOs to give priority in nonattainment and maintenance areas for PM 2.5 to projects proven to reduce PM 2.5. Exemptions include low population density states and areas where regional motor vehicle emissions are an insignificant contributor to PM 2.5.
- Requires designs for new construction, reconstruction, resurfacing, restoration, or rehabilitation of a highway on the National Highway System to take into account:
 - Constructed and natural environment of the area
 - Environmental, scenic, aesthetic, historic, community, and preservation impacts of the activity
 - Access for other modes of transportation

Current law allows for these factors to be considered but does not require them to be considered.
- In developing design criteria, elements to be considered by the Secretary have been expanded to include the *AASHTO Highway Safety Manual* and the *Urban Street Design Guide* produced by the National Association of City Transportation Officials. This section allows local jurisdictions to use a roadway design guide different from the design guide used by the state as long as the guide is approved by FHWA and the local jurisdiction is a direct recipient of federal funds.

FREIGHT

The STRRA creates a new Title 49 national multimodal freight policy that includes designation of a National Multimodal Freight Network (NMFN), mandates State Freight Plans and encourages the creation of State Freight Advisory Committees. It also creates a National Highway Freight Network (NHFN) as part of the NMFN, which is used to consider project eligibility under a newly created Nationally Significant Freight and Highway projects discretionary grant program. A new discretionary grant program, Nationally Significant Freight and Highway Projects, is authorized with contract authority at \$4.5 billion over six years.

National Multimodal Freight Network

Must be designated within six months of the enactment of the STRRA and includes:

- National Highway Freight Network (see below)
- All Class I freight railroad networks
- All public ports meeting or exceeding 2 million short tons of annual trade
- Inland and intracoastal waterways under 33 USC 1804
- Great Lakes and St. Lawrence Seaway
- The 50 domestic airports with highest landed weight
- Other strategic freight assets as designated by USDOT (i.e. short line freight railroads and intermodal facilities) or by States, including public ports that may not meet annual tonnage threshold

National Highway Freight Network

- Establishes a National Highway Freight Network which includes:
 - The entire Interstate System
 - The non-Interstate segments of the 41,000 mile Primary Freight Network USDOT designated under 23 USC 167(d)
 - Additional State designated non-Interstate segments not to exceed 10% of designated miles in that State and other requirements
- States may redesignate designated segments every five years by no more than three percent.

State Freight Advisory Committees

- SFACs are encouraged, but must include a representative cross-section of public and private sector freight stakeholders including representative of ports, shippers, carriers, freight-related associations, the freight industry workforce, State DOT, Local governments.
- SFACs are intended to advise the State on freight-related priorities, issues, projects and funding needs and other related items.

State Freight Plans

- SFPs must include an assessment of trends, policies, performance measures, corridors, ITS, roadway maintenance impact, inventory of freight bottlenecks, and freight investment plan.
- SFPs may be standalone or part of long-range transportation plans.
- SFPs must cover a five-year forecast period, and be updated no less than every five years if a standalone plan.

Nationally Significant Freight and Highway Projects

- Establishes new competitive discretionary grant program at \$4.5 billion over six years, beginning at \$725 million in FY 2016 and topping out at \$750 million annually from FY 2018 to 2021.

- Eligible applicants include:
 - States or groups of states
 - MPOs with populations exceeding 200,000
 - Local government
 - Special purpose districts (i.e. port authorities)
 - Federal land management agencies jointly with States or groups of States
- Eligible projects include:
 - Freight projects on the National Highway Freight Network
 - Highway or bridge project on the NHS
 - Intermodal or rail project on the NMFN, but limited to \$500 million total over six years, and to public benefit-related project costs
 - Rail-highway grade separation
 - A project where the cost must equal or exceed \$100 million, or 30 percent of a one state's apportioned funds, or 50 percent of the apportioned funds of the State with the largest apportionment under a multi-state application; no single award may exceed \$500 million
- Governing limitations include:
 - Minimum \$5 million application
 - 20 percent annual set-aside for projects in rural areas
 - Federal share of a project may not exceed 50 percent. Apportioned funds may be used to cover non-Federal share so long as it does not exceed 80 percent of project costs
 - Congress may disapprove of project funding within 60 days of award

Other Provisions

- Increases funding for Section 130 grade separation program, as well as makes railway-highway grade crossing projects eligible under both the new Surface Transportation Block Grant Program (STBGP) and the Nationally Significant Freight and Highway projects program.
- Requires all railroad tank cars used for Class 3 flammable liquids (i.e. crude oil) to meet new FRA safety standards, and provides phase out schedule for older tank cars
- Within one year, USDOT Inspector General directed to report on average length of time commercial motor carriers are delayed in moving goods
- Within one year, directs USDOT to create a Emergency Route Working Group, to include State DOTs, to assess impediments to and possible pre-approved routes for commercial vehicles (including oversize and overweight trucks) aiding emergency response and recovery efforts
- Exempts covered heavy-duty tow and recovery vehicles from Interstate weight limitations
- Classifies vehicles carrying liquid milk products as a non-divisible load
- Increases Interstate gross vehicle weight to 86,000 lbs for emergency response vehicles

REVENUE AND FINANCING

In general, existing financing tools supported under the federal highway program are continued under the DRIVE Act.

Transportation Infrastructure Financing and Innovation Act (TIFIA)

- Funds TIFIA at \$200 million per year, compared to \$300 million in the DRIVE Act and \$1 billion under MAP-21. However, flexibility in “buying down” TIFIA subsidy and administrative costs is increased, as NHPP and Nationally Significant Freight and Highway Projects grant dollars could be applied.

- Redefines several terms:
 - Redefines “master credit agreement” to require an investment grade rating from a rating agency prior to the Secretary entering into a master credit agreement and to ensure that all terms and conditions for a secured loan are met before contingent commitments are made.
 - Redefines a rural infrastructure project as a surface transportation infrastructure project located outside of a Census Bureau-defined urbanized area (50,000 people or more) instead of outside an area with 250,000 people or more.
- Similar to the DRIVE Act, sets eligible project costs for local infrastructure projects at \$10 million or more.
- Does not allow TIFIA loans to be used towards refinancing interim construction one year after the date of substantial project completion.
- Sets the redistribution of unused TIFIA money to August 1 of each fiscal year.
- Changes the administrative costs for the TIFIA program from a percentage (0.5 percent of funding available within a fiscal year) to a set dollar amount of up to \$5 million in fiscal year 2016 and increasing each year thereafter. The DRIVE Act increased the cap on administration costs to 1.5 percent of available funding within a fiscal year.
- Moves the redistribution determination date for unused TIFIA money from April 1 to August 1 of each fiscal year, and places new restrictions on redistribution. TIFIA money may not be redistributed in the form of additional obligation authority with STP eligibilities in a fiscal year if:
 - The redistribution would “adversely impact” the receipt of credit assistance by a qualified project within the fiscal year, or;
 - Pending credit assistance requests in the application pipeline—in addition to officially committed dollars—would reduce the uncommitted balance of funds below the existing 75 percent redistribution threshold.

Tolling

- Eliminates the eligibility to convert a bridge or tunnel off the Interstate System to a tolled facility when capacity is added and the number of toll-free lanes is not reduced (a highway is still eligible).
- Eliminates the eligibility to convert a bridge or tunnel on the Interstate System to a tolled facility when capacity is added and the number of toll-free non-HOV lanes is not reduced (a highway is still eligible).
- Eliminates the eligibility to toll a reconstructed, restored, or rehabilitated highway on the Interstate System if the number of toll-free non-HOV lanes is not reduced.
- Clarifies that if a facility with HOV lanes is tolled, a public authority (defined as a state, interstate compact of states, public entity designated by a state, or local jurisdiction having jurisdiction over the operation of the facility) may exempt certain classes of vehicles or charge different toll rates, if equal rates are charged for all public transportation vehicles and over-the road buses (whether publicly or privately owned).
- Adds a requirement that MPOs must be consulted on the placement and amount of tolls on an HOV facility located on the Interstate system if the facility is located in a metropolitan planning area.
- Extends the date by which a state agency can allow low emission and energy-efficient vehicles to use an HOV lane (and pay the corresponding toll) from September 30, 2017, to September 30, 2021.
- The Interstate System Reconstruction and Rehabilitation Pilot Program is amended as follows:
 - Limits the reservation of each of the current three slots to 3 years. In addition, current slot holders have one year prior to expiration. These limits can be extended by one year if there is deemed to be material progress.

- Limits the reservation of an application provisionally approved before the enactment of STRRA to one year after the enactment of STRRA.

National Surface Transportation and Innovation Finance Bureau and Council on Credit and Finance

- Authorizes the Secretary of Transportation to establish a National Surface Transportation and Innovation Finance Bureau with the purpose of: (1) administering the application processes for TIFIA, RRIF, the qualified highway or surface transfer facility freight bonding program, and the new nationally significant freight and highway projects program; (2) promoting innovative financing best practices; (3) reducing uncertainty and delays in environmental reviews and permitting; and (4) reducing costs in project delivery and procurement. Among other responsibilities, the Bureau would
 - Promote best practices in the delivery of public private partnerships (P3s) and provide advice and expertise to project sponsors interested in leveraging public and private funding.
 - Require project sponsors receiving federal credit assistance for P3 financing to complete a value for money analysis or a comparable analysis prior to advancing the project and to make the analysis publicly available. Within three years of project completion, a project sponsor must review whether the private partner is meeting the terms of the relevant P3 agreement.
 - Provide technical support (if needed) in meeting NEPA requirements.
 - Promote best practices in procurement, including the development of procurement benchmarks which would establish maximum thresholds for acceptable project cost increases and delays in project delivery and uniform methods for states to measure cost and delivery changes over the life cycle of a project; procurement benchmarks would be tailored to different project procurements.
- The bill statutorily formalizes the USDOT Credit Council as the “Council on Credit and Finance.”

Other Provisions

- Brings back the old SAFETEA-LU eligibility to capitalize State Infrastructure Banks with up to 10 percent of a state’s formula dollars from NHPP and STBGP.
- Clarifies that construction cost payments to a state may include payments toward a long-term concession agreement such as availability payments. In addition, clarifies that state funds required to pay a State’s non-Federal share towards construction costs may also include payments made toward to a long-term concession agreement.

PLANNING AND PERFORMANCE MANAGEMENT

Statewide Planning

- There are no significant changes to the statewide planning provisions.
- Added language that the long-range transportation plan should consider public ports as well as freight shippers.
- Added that State DOTs must incorporate the performance measures of a transit agency not represented by an MPO into its long range transportation plan regardless if it is in an urban or rural area.
- Clarified what “private providers of transportation” include.
- Changed the “should” to a “shall” regarding the inclusion of 1) description of performance measures and the 2) the system performance report in State’s long range transportation plan.

Metropolitan Planning

- Similar changes as noted above in Statewide Planning.
- Changed how transit representation on MPO boards is handled.

Asset Management

- No changes to the requirement that State DOTs must develop a risk-based asset management plan.
- Money under the new Competitive Grant Program (Section 1106) could be used to develop an asset management plan.

Performance Management

- STRRA requires USDOT to develop new national-level performance measures concerning *Integrated Economic Development*. Specifically, the Secretary will establish new measures for states to use to assess the conditions, accessibility and reliability of roads in economically distressed urban communities. This includes establishing a new national goal on *Integrated Economic Development* and requiring state DOTs to establish targets to the measures.
- Eliminates the need for state DOTs to collect safety data and information on unpaved/gravel roads.

Congestion Mitigation and Air Quality Improvement Program

- Allows State DOTs not in nonattainment (attainment states) to spend CMAQ money on transportation projects as eligible under CMAQ or the new competitive block grant program (Section 1109).
- PM 2.5: For rural states (pop density <80 ppmi²), PM2.5 do not apply to nonattainment or maintenance areas where the motor vehicle emissions are an insignificant contributor.

PUBLIC TRANSPORTATION

- Restores funding for the Bus/Bus Facilities program \$430 million in FY2016 increasing to \$486 million in FY 2021. There is a discretionary component added to Bus/Bus Facilities Program (competitive grants) at \$90 million in FY2016, increasing to \$200 million by FY2017 through 2021.
- Statutorily reduces federal share for New Starts from 80 percent to 50 percent.
- The requirement on Buy America content increases from 60 percent under current law to 70 percent by 2020.
- Reforms procurement process by allowing cooperative procurement contracts between state governments, one or more vendors, and transit agencies.
- Reduces government share for low or no emission vehicle from 85 percent to 80 percent.
- Reduces government share of access for bicycles to public transportation facilities from 90 percent to 80 percent and from 95 percent to 80 percent for urban areas with populations of more than 200,000.
- Extends the deadline for installation of Positive Train Control from December 31, 2015 to December 31, 2018. After this three-year period, the Secretary has the authority to extend, on an individual basis, a deadline for an additional two years.

DETAILED STATE-BY-STATE APPORTIONMENT TABLES

Total Estimated Apportionments by State, FY 2016 to FY 2021

STATE	ACTUAL FY 2015	ESTIMATED FY 2016	ESTIMATED FY 2017	ESTIMATED FY 2018	ESTIMATED FY 2019	ESTIMATED FY 2020	ESTIMATED FY 2021	6-YEAR TOTAL	6-YEAR AVG
Alabama	732,263,043	743,371,053	757,676,850	773,446,523	789,652,091	806,293,551	822,954,387	4,693,394,455	782,232,409
Alaska	483,955,039	491,298,367	500,753,116	511,175,344	521,885,657	532,884,052	543,895,253	3,101,891,789	516,981,965
Arizona	706,182,063	716,898,778	730,695,050	745,903,056	761,531,429	777,580,173	793,647,599	4,526,256,085	754,376,014
Arkansas	499,714,166	507,294,956	517,057,581	527,819,191	538,878,266	550,234,805	561,604,565	3,202,889,364	533,814,894
California	3,542,468,412	3,596,249,629	3,665,456,819	3,741,745,757	3,820,143,419	3,900,649,805	3,981,249,911	22,705,495,340	3,784,249,223
Colorado	516,112,989	523,945,831	534,028,832	545,143,600	556,565,592	568,294,814	580,037,688	3,308,016,357	551,336,060
Connecticut	484,770,705	492,128,292	501,598,979	512,038,773	522,767,137	533,784,070	544,813,828	3,107,131,079	517,855,180
Delaware	163,267,961	165,745,654	168,935,326	172,451,388	176,064,638	179,775,078	183,489,837	1,046,461,921	174,410,320
Dist. of Col.	154,002,708	156,339,715	159,348,376	162,664,906	166,073,110	169,572,985	173,076,936	987,076,028	164,512,671
Florida	1,828,689,002	1,856,428,940	1,892,154,972	1,931,536,760	1,972,007,112	2,013,566,026	2,055,173,321	11,720,867,131	1,953,477,855
Georgia	1,246,238,772	1,265,148,565	1,289,495,611	1,316,334,024	1,343,914,286	1,372,236,396	1,400,591,476	7,987,720,358	1,331,286,726
Hawaii	163,244,192	165,721,391	168,910,599	172,426,149	176,038,874	179,748,773	183,462,991	1,046,308,777	174,384,796
Idaho	276,061,294	280,249,876	285,643,124	291,588,251	297,697,708	303,971,496	310,252,589	1,769,403,044	294,900,507
Illinois	1,372,231,384	1,393,057,248	1,419,865,744	1,449,417,476	1,479,786,055	1,510,971,482	1,542,193,213	8,795,291,218	1,465,881,870
Indiana	919,668,926	933,623,166	951,590,204	971,395,763	991,748,772	1,012,649,233	1,033,574,024	5,894,581,162	982,430,194
Iowa	474,345,450	481,541,385	490,808,396	501,023,677	511,521,322	522,301,330	533,093,887	3,040,289,997	506,715,000
Kansas	364,737,489	370,270,767	377,396,433	385,251,247	393,323,180	401,612,230	409,910,929	2,337,764,786	389,627,464
Kentucky	641,292,458	651,020,849	663,549,406	677,359,980	691,552,295	706,126,352	720,717,376	4,110,326,258	685,054,376
Louisiana	677,413,014	687,689,210	700,923,433	715,511,881	730,503,574	745,898,510	761,311,367	4,341,837,975	723,639,663
Maine	178,165,560	180,869,082	184,349,799	188,186,689	192,129,635	196,178,639	200,232,356	1,141,946,200	190,324,367
Maryland	580,007,300	588,810,548	600,141,818	612,632,583	625,468,609	638,649,896	651,846,527	3,717,549,981	619,591,664
Massachusetts	586,191,765	595,089,979	606,542,073	619,166,024	632,138,918	645,460,753	658,798,096	3,757,195,843	626,199,307
Michigan	1,016,207,628	1,031,629,279	1,051,482,342	1,073,366,914	1,095,856,403	1,118,950,808	1,142,072,099	6,513,357,845	1,085,559,641
Minnesota	629,372,872	638,922,510	651,218,204	664,772,083	678,700,609	693,003,780	707,323,604	4,033,940,790	672,323,465
Mississippi	466,803,812	473,885,325	483,004,999	493,057,867	503,388,609	513,997,225	524,618,191	2,991,952,216	498,658,703
Missouri	913,719,741	927,581,404	945,432,215	965,109,655	985,331,004	1,006,096,262	1,026,885,696	5,856,436,236	976,072,706
Montana	396,007,464	402,015,550	409,752,117	418,280,348	427,044,309	436,044,003	445,054,174	2,538,190,501	423,031,750
Nebraska	278,976,662	283,209,215	288,659,420	294,667,331	300,841,308	307,181,351	313,528,775	1,788,087,400	298,014,567
Nevada	350,472,546	355,791,881	362,638,862	370,186,475	377,942,713	385,907,576	393,881,712	2,246,349,219	374,391,537
New Hampshire	159,469,843	161,889,778	165,005,248	168,439,516	171,968,711	175,592,835	179,221,176	1,022,117,264	170,352,877
New Jersey	963,682,664	978,310,836	997,137,753	1,017,891,171	1,039,218,240	1,061,118,960	1,083,045,175	6,176,722,135	1,029,453,689
New Mexico	354,439,590	359,816,831	366,741,312	374,374,357	382,218,389	390,273,408	398,337,804	2,271,762,101	378,627,017
New York	1,620,088,460	1,644,681,713	1,676,332,457	1,711,221,921	1,747,075,776	1,783,894,020	1,820,755,125	10,383,961,012	1,730,660,169
North Carolina	1,006,630,450	1,021,904,143	1,041,570,099	1,063,248,421	1,085,525,959	1,108,402,712	1,131,306,098	6,451,957,432	1,075,326,239
North Dakota	239,621,802	243,257,466	247,938,819	253,099,201	258,402,224	263,847,885	269,299,887	1,535,845,482	255,974,247
Ohio	1,293,739,008	1,313,372,388	1,338,647,422	1,366,508,779	1,395,140,260	1,424,541,862	1,453,977,694	8,292,188,405	1,382,031,401
Oklahoma	612,127,810	621,413,659	633,372,444	646,554,941	660,101,820	674,013,079	687,940,534	3,923,396,477	653,899,413
Oregon	482,423,497	489,742,919	499,167,746	509,556,993	520,233,411	531,197,002	542,173,354	3,092,071,425	515,345,238
Pennsylvania	1,583,603,275	1,607,634,168	1,638,572,109	1,672,675,847	1,707,722,256	1,743,711,334	1,779,742,310	10,150,058,024	1,691,676,337
Rhode Island	211,081,927	214,284,721	218,408,506	222,954,268	227,625,680	232,422,743	237,225,391	1,352,921,309	225,486,885
South Carolina	646,306,850	656,111,297	668,737,818	682,656,379	696,959,666	711,647,682	726,352,795	4,142,465,637	690,410,940
South Dakota	272,190,802	276,320,638	281,638,272	287,500,045	293,523,845	299,709,672	305,902,701	1,744,595,173	290,765,862
Tennessee	815,605,297	827,980,112	843,914,120	861,478,613	879,528,611	898,064,115	916,621,195	5,227,586,766	871,264,461
Texas	3,331,596,800	3,426,585,116	3,447,234,898	3,518,982,604	3,592,713,508	3,668,427,611	3,744,229,856	21,398,173,593	3,566,362,266
Utah	335,148,600	340,233,554	346,781,157	353,998,761	361,415,867	369,032,478	376,657,955	2,148,119,772	358,019,962
Vermont	195,886,832	198,859,319	202,686,248	206,904,775	211,239,907	215,691,645	220,148,565	1,255,530,459	209,255,077
Virginia	982,180,404	997,083,414	1,016,271,698	1,037,423,466	1,059,159,897	1,081,480,990	1,103,828,068	6,295,247,533	1,049,207,922
Washington	654,304,963	664,233,493	677,016,271	691,107,076	705,587,368	720,457,150	735,344,240	4,193,745,598	698,957,600
West Virginia	421,797,542	428,196,732	436,437,145	445,520,779	454,855,497	464,441,297	474,038,258	2,703,489,708	450,581,618
Wisconsin	726,226,908	737,245,098	751,432,972	767,072,654	783,144,636	799,648,920	816,172,416	4,654,716,696	775,786,116
Wyoming	247,262,623	251,014,160	255,844,786	261,169,718	266,641,838	272,261,146	277,886,996	1,584,818,644	264,136,441
TOTAL	37,798,000,000	38,416,000,000	39,110,000,000	39,924,000,000	40,760,500,000	41,619,500,000	42,479,500,000	242,309,500,000	40,384,916,667

Total Estimated Apportionments by Program Category, FY 2016 to FY 2021

STATE	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Program Set-aside	STBGP Set-aside Recreational Trails	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program	Metropolitan Planning	TOTAL
Alabama	2,862,039,300	1,325,668,145	91,672,896	10,498,722	284,148,348	29,506,676	71,234,417	18,625,951	4,693,394,455
Alaska	1,811,151,951	867,433,220	30,091,314	9,167,532	191,349,807	7,125,000	171,837,243	13,735,722	3,101,891,789
Arizona	2,586,375,911	1,194,548,762	90,917,892	11,609,178	266,157,981	17,260,861	323,937,677	35,447,823	4,526,256,085
Arkansas	1,936,578,140	900,875,168	56,942,466	8,963,814	187,887,895	24,342,042	76,891,882	10,407,957	3,202,889,364
California	12,083,624,574	5,657,118,734	405,310,848	34,537,134	1,224,388,188	99,611,694	2,897,816,076	303,088,092	22,705,495,340
Colorado	1,868,918,199	866,997,191	61,607,478	9,549,912	184,297,309	20,498,083	264,109,740	32,038,445	3,308,016,357
Connecticut	1,738,830,057	821,383,846	46,393,206	5,773,296	182,220,430	8,317,291	276,255,688	27,957,265	3,107,131,079
Delaware	597,631,252	277,945,711	16,348,074	5,434,080	58,364,251	7,125,000	72,819,114	10,794,439	1,046,461,921
Dist. of Col.	566,925,859	265,168,437	14,075,898	4,950,588	55,000,020	7,125,000	63,078,393	10,751,833	987,076,028
Florida	7,156,371,112	3,270,476,584	283,793,646	15,615,192	729,498,156	54,780,226	84,906,860	125,425,355	11,720,867,131
Georgia	4,668,072,319	2,138,400,016	187,903,182	10,440,822	460,640,657	50,909,976	424,287,575	47,065,811	7,987,720,358
Hawaii	602,847,018	280,280,349	16,080,204	5,762,784	58,936,642	7,125,000	64,682,559	10,594,221	1,046,308,777
Idaho	1,043,345,349	488,932,266	22,704,804	10,263,360	102,886,876	11,449,547	80,012,820	9,808,022	1,769,403,044
Illinois	4,966,857,377	2,320,954,766	163,235,160	9,151,782	477,681,158	66,584,967	687,461,443	103,364,565	8,795,291,218
Indiana	3,458,798,995	1,596,095,728	127,532,610	7,210,254	331,769,433	47,265,164	294,202,170	31,706,808	5,894,581,162
Iowa	1,838,469,828	855,497,352	54,049,374	8,248,902	167,680,988	33,797,270	70,530,402	12,015,881	3,040,289,997
Kansas	1,408,714,407	640,805,663	54,336,948	8,305,500	115,772,272	38,608,266	59,422,241	11,799,489	2,337,764,786
Kentucky	2,492,345,984	1,165,596,521	69,811,146	8,546,370	249,964,244	23,173,449	85,542,610	15,345,934	4,110,326,258
Louisiana	2,638,493,094	1,245,088,278	62,477,628	9,105,858	263,290,822	25,864,084	71,474,323	26,043,888	4,341,837,975
Maine	662,218,488	311,440,139	11,605,596	8,656,446	64,584,882	7,983,521	64,297,853	11,159,275	1,141,946,200
Maryland	2,071,950,903	968,638,961	65,882,148	6,741,720	212,180,258	14,858,842	335,289,498	42,007,651	3,717,549,981
Massachusetts	2,049,996,510	961,761,952	63,222,948	7,120,374	208,962,774	15,663,456	396,014,090	54,453,739	3,757,195,843
Michigan	3,716,944,649	1,705,949,662	141,189,522	17,123,730	358,618,331	48,689,103	462,111,582	62,731,266	6,513,357,845
Minnesota	2,363,267,054	1,082,592,401	85,679,892	14,496,288	220,550,665	38,428,818	201,227,423	27,698,249	4,033,940,790
Mississippi	1,809,798,993	839,761,863	55,527,306	8,171,544	176,419,950	21,916,352	70,054,949	10,301,259	2,991,952,216
Missouri	3,528,870,879	1,644,679,638	107,504,436	9,980,394	351,214,665	35,513,092	147,185,811	31,487,321	5,856,436,236
Montana	1,512,592,158	720,633,707	25,711,452	9,640,230	153,717,162	12,044,763	92,960,239	10,890,790	2,538,190,501
Nebraska	1,064,866,701	491,626,631	33,312,108	7,304,322	93,482,910	23,213,578	64,240,938	10,040,212	1,788,087,400
Nevada	1,254,997,514	593,089,533	29,335,956	8,147,700	130,394,921	7,125,000	203,372,704	19,885,891	2,246,349,219
New Hampshire	588,486,158	272,017,276	15,318,702	7,607,664	57,362,873	7,125,000	64,623,133	9,576,458	1,022,117,264
New Jersey	3,379,790,999	1,594,398,270	99,433,932	7,360,542	346,754,403	23,584,273	649,985,901	75,413,815	6,176,722,135
New Mexico	1,361,420,753	636,210,565	35,338,452	8,578,986	138,976,846	10,219,665	71,266,384	9,750,450	2,271,762,101
New York	5,633,697,551	2,667,055,534	157,488,294	13,227,336	577,703,650	39,597,559	1,143,909,872	151,281,216	10,383,961,012
North Carolina	3,786,782,284	1,754,937,697	130,310,100	9,681,360	373,622,340	41,354,652	320,032,150	35,236,849	6,451,957,432
North Dakota	906,965,096	427,862,587	18,972,762	6,791,286	75,487,097	23,904,118	65,691,666	10,170,870	1,535,845,482
Ohio	4,732,108,286	2,205,458,803	157,934,358	10,031,106	463,163,210	55,387,129	597,931,228	70,174,285	8,292,188,405
Oklahoma	2,383,607,506	1,103,803,118	74,975,622	10,722,498	227,512,229	33,709,439	73,402,900	15,663,165	3,923,396,477
Oregon	1,832,120,217	861,561,061	44,881,854	9,660,918	182,157,534	18,619,223	121,142,342	21,928,276	3,092,071,425
Pennsylvania	5,847,564,950	2,765,347,163	153,298,584	11,947,596	598,939,360	41,852,888	652,532,291	78,575,192	10,150,058,024
Rhode Island	792,857,164	377,751,790	13,857,102	5,190,204	79,760,580	7,125,000	65,129,955	11,249,514	1,352,921,309
South Carolina	2,512,342,666	1,159,182,171	87,465,180	7,267,320	248,147,845	27,181,375	81,797,957	19,081,123	4,142,465,637
South Dakota	1,029,518,969	482,999,364	25,129,428	6,823,158	97,809,946	15,011,419	76,597,998	10,704,891	1,744,595,173
Tennessee	3,085,648,565	1,433,155,625	100,371,690	9,843,678	307,821,134	30,324,363	231,300,788	29,120,923	5,227,586,766
Texas	12,558,734,987	5,810,928,972	449,556,984	23,968,932	1,260,666,358	115,594,552	1,030,145,522	148,577,286	21,398,173,593
Utah	1,272,227,648	597,105,295	29,691,030	9,371,112	129,372,453	10,047,209	80,674,500	19,630,525	2,148,119,772
Vermont	725,725,418	344,724,935	12,716,136	6,168,060	72,402,365	7,125,000	73,969,431	12,699,114	1,255,530,459
Virginia	3,667,992,774	1,705,161,834	122,245,524	9,162,966	373,121,429	28,833,797	342,930,884	45,798,325	6,295,247,533
Washington	2,433,251,560	1,143,728,107	63,706,188	11,317,620	240,452,607	26,192,499	230,740,524	44,356,493	4,193,745,598
West Virginia	1,618,022,609	766,755,906	33,780,906	7,866,450	164,624,534	12,692,356	89,435,192	10,311,755	2,703,489,708
Wisconsin	2,768,597,524	1,270,209,652	100,725,090	13,006,524	266,916,855	36,487,363	171,077,801	27,695,887	4,654,716,696
Wyoming	938,202,234	447,324,257	12,985,944	8,846,856	95,689,743	7,125,000	65,067,427	9,577,183	1,584,818,644
TOTAL	140,217,560,493	65,327,121,206	4,414,440,000	504,960,000	13,940,527,386	1,425,000,000	14,476,644,166	2,003,246,749	242,309,500,000

FY 2016 Estimated Apportionments by Program Category

STATE	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Program Set-aside	STBGP Set-aside Recreational Trails	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program	Metropolitan Planning	TOTAL
Alabama	453,514,468	208,804,144	15,278,816	1,749,787	45,106,431	4,658,949	11,303,013	2,955,445	743,371,053
Alaska	286,975,150	136,843,999	5,015,219	1,527,922	30,365,567	1,125,000	27,266,015	2,179,495	491,298,367
Arizona	409,795,911	188,022,047	15,152,982	1,934,863	42,242,625	2,725,399	51,400,321	5,624,630	716,898,778
Arkansas	306,863,719	141,921,694	9,490,411	1,493,969	29,829,513	3,843,480	12,200,703	1,651,467	507,294,956
California	1,914,374,266	890,599,220	67,551,808	5,756,189	194,341,351	15,728,162	459,806,588	48,092,045	3,596,249,629
Colorado	296,114,101	136,487,891	10,267,913	1,591,652	29,256,869	3,236,539	41,907,214	5,083,652	523,945,831
Connecticut	275,498,897	129,433,201	7,732,201	962,216	28,917,989	1,313,257	43,834,454	4,436,077	492,128,292
Delaware	94,691,048	43,766,286	2,724,679	905,680	9,265,707	1,125,000	11,554,463	1,712,791	165,745,654
Dist. of Col.	89,826,702	41,770,103	2,345,983	825,098	8,731,929	1,125,000	10,008,869	1,706,031	156,339,715
Florida	1,133,989,793	514,727,733	47,298,941	2,602,532	115,786,285	8,649,509	13,472,468	19,901,679	1,856,428,940
Georgia	739,652,154	336,483,741	31,317,197	1,740,137	73,125,633	8,038,417	67,323,190	7,468,096	1,265,148,565
Hawaii	95,518,672	44,136,268	2,680,034	960,464	9,356,524	1,125,000	10,263,407	1,681,022	165,721,391
Idaho	165,319,283	77,042,777	3,784,134	1,710,560	16,333,113	1,807,823	12,695,913	1,556,273	280,249,876
Illinois	786,955,554	365,532,635	27,205,860	1,525,297	75,841,364	10,513,416	109,081,906	16,401,216	1,393,057,248
Indiana	548,046,941	251,267,280	21,255,435	1,201,709	52,675,765	7,462,921	46,682,085	5,031,030	933,623,166
Iowa	291,317,847	134,775,483	9,008,229	1,374,817	26,630,691	5,336,411	11,191,305	1,906,602	481,541,385
Kansas	223,219,155	100,815,758	9,056,158	1,384,250	18,398,404	6,096,042	9,428,734	1,872,266	370,270,767
Kentucky	394,930,379	183,685,759	11,635,191	1,424,395	39,677,822	3,658,966	13,573,344	2,434,993	651,020,849
Louisiana	418,089,700	196,317,250	10,412,938	1,517,643	41,794,321	4,083,803	11,341,080	4,132,475	687,689,210
Maine	104,926,812	49,078,312	1,934,266	1,442,741	10,253,349	1,260,556	10,202,365	1,770,681	180,869,082
Maryland	328,276,320	152,540,538	10,980,358	1,123,620	33,676,523	2,346,133	53,201,555	6,665,501	588,810,548
Massachusetts	324,787,543	151,461,423	10,537,158	1,186,729	33,166,647	2,473,177	62,836,937	8,640,365	595,089,979
Michigan	588,926,694	268,413,864	23,531,587	2,853,955	56,936,780	7,687,753	73,324,857	9,953,789	1,031,629,279
Minnesota	374,458,990	170,352,648	14,279,982	2,416,048	35,022,699	6,067,708	31,929,457	4,394,978	638,922,510
Mississippi	286,774,883	132,274,976	9,254,551	1,361,924	28,008,114	3,460,477	11,115,863	1,634,537	473,885,325
Missouri	559,170,490	259,120,116	17,917,406	1,663,399	55,751,974	5,607,330	23,354,486	4,996,203	927,581,404
Montana	239,675,525	113,669,423	4,285,242	1,606,705	24,398,445	1,901,805	14,750,326	1,728,079	402,015,550
Nebraska	168,731,701	77,406,270	5,552,018	1,217,387	14,850,088	3,665,302	10,193,334	1,593,115	283,209,215
Nevada	198,840,345	93,459,746	4,889,326	1,357,950	20,694,293	1,125,000	32,269,857	3,155,364	355,791,881
New Hampshire	93,243,155	42,820,228	2,553,117	1,267,944	9,106,826	1,125,000	10,253,978	1,519,530	161,889,778
New Jersey	535,473,483	251,177,603	16,572,322	1,226,757	55,035,134	3,723,833	103,135,531	11,966,173	978,310,836
New Mexico	215,723,558	100,246,542	5,889,742	1,429,831	22,058,303	1,613,631	11,308,086	1,547,138	359,816,831
New York	892,557,146	420,216,742	26,248,049	2,204,556	91,690,485	6,252,246	181,508,171	24,004,318	1,644,681,713
North Carolina	600,016,123	276,342,932	21,718,350	1,613,560	59,311,724	6,529,682	50,780,618	5,591,154	1,021,904,143
North Dakota	143,709,971	67,446,426	3,162,127	1,131,881	11,995,354	3,774,334	10,423,526	1,613,847	243,257,466
Ohio	749,773,051	347,319,817	26,322,393	1,671,851	73,529,307	8,745,336	94,875,834	11,134,799	1,313,372,388
Oklahoma	377,700,971	173,851,087	12,495,937	1,787,083	36,123,615	5,322,543	11,647,094	2,485,329	621,413,659
Oregon	290,303,545	135,791,598	7,480,309	1,610,153	28,915,923	2,939,877	19,222,078	3,479,436	489,742,919
Pennsylvania	926,522,890	435,892,987	25,549,764	1,991,266	95,061,534	6,608,351	103,539,576	12,467,800	1,607,634,168
Rhode Island	125,628,048	59,577,217	2,309,517	865,034	12,660,508	1,125,000	10,334,397	1,785,000	214,284,721
South Carolina	398,099,109	182,532,101	14,577,530	1,211,220	39,392,706	4,291,796	12,979,167	3,027,668	656,111,297
South Dakota	163,128,655	76,113,345	4,188,238	1,137,193	15,530,329	2,370,224	12,154,072	1,698,582	276,320,638
Tennessee	488,925,301	225,712,455	16,728,615	1,640,613	48,863,050	4,788,057	36,701,303	4,620,718	827,980,112
Texas	2,011,890,110	925,908,597	74,926,164	3,994,822	202,518,419	18,251,772	165,259,894	23,835,338	3,426,585,116
Utah	201,587,187	94,099,550	4,948,505	1,561,852	20,534,311	1,586,401	12,800,904	3,114,844	340,233,554
Vermont	114,988,787	54,353,132	2,119,356	1,028,010	11,493,033	1,125,000	11,736,988	2,015,013	198,859,319
Virginia	581,187,921	268,537,721	20,374,254	1,527,161	59,222,632	4,552,705	54,414,040	7,266,980	997,083,414
Washington	385,542,727	180,229,539	10,617,698	1,886,270	38,170,998	4,135,658	36,612,404	7,038,199	664,233,493
West Virginia	256,382,872	120,911,846	5,630,151	1,311,075	26,129,536	2,004,056	14,190,994	1,636,202	428,196,732
Wisconsin	438,692,807	199,917,948	16,787,515	2,167,754	42,377,796	5,761,163	27,145,512	4,394,603	737,245,098
Wyoming	148,660,056	70,558,309	2,164,324	1,474,476	15,187,874	1,125,000	10,324,476	1,519,645	251,014,160
TOTAL	22,239,000,516	10,299,768,307	735,740,000	84,160,000	2,215,346,212	225,000,000	2,298,862,752	318,122,213	38,416,000,000

FY 2017 Estimated Apportionments by Program Category

STATE	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Program Set-aside	STBGP Set-aside Recreational Trails	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program	Metropolitan Planning	TOTAL
Alabama	462,026,237	213,395,286	15,278,816	1,749,787	45,938,175	4,762,481	11,515,154	3,010,914	757,676,850
Alaska	292,361,232	139,768,196	5,015,219	1,527,922	30,932,390	1,150,000	27,777,756	2,220,401	500,753,116
Arizona	417,487,150	192,211,694	15,152,982	1,934,863	43,027,175	2,785,964	52,365,027	5,730,195	730,695,050
Arkansas	312,623,079	145,032,135	9,490,411	1,493,969	30,376,942	3,928,891	12,429,692	1,682,462	517,057,581
California	1,950,304,126	910,396,091	67,551,808	5,756,189	197,939,818	16,077,677	468,436,451	48,994,659	3,665,456,819
Colorado	301,671,707	139,520,669	10,267,913	1,591,652	29,795,617	3,308,462	42,693,748	5,179,064	534,028,832
Connecticut	280,669,588	132,259,077	7,732,201	962,216	29,456,963	1,342,440	44,657,159	4,519,335	501,598,979
Delaware	96,468,253	44,734,467	2,724,679	905,680	9,435,987	1,150,000	11,771,322	1,744,938	168,935,326
Dist. of Col.	91,512,610	42,687,738	2,345,983	825,098	8,892,177	1,150,000	10,196,720	1,738,050	159,348,376
Florida	1,155,273,038	526,205,530	47,298,941	2,602,532	117,932,682	8,841,721	13,725,325	20,275,203	1,892,154,972
Georgia	753,534,287	344,019,564	31,317,197	1,740,137	74,472,373	8,217,049	68,586,743	7,608,261	1,289,495,611
Hawaii	97,311,410	45,111,572	2,680,034	960,464	9,528,511	1,150,000	10,456,036	1,712,572	168,910,599
Idaho	168,422,071	78,724,810	3,784,134	1,710,560	16,633,874	1,847,997	12,934,196	1,585,482	285,643,124
Illinois	801,725,499	373,593,134	27,205,860	1,525,297	77,230,659	10,747,047	111,129,206	16,709,042	1,419,865,744
Indiana	558,332,939	256,847,517	21,255,435	1,201,709	53,640,151	7,628,763	47,558,236	5,125,454	951,590,204
Iowa	296,785,435	137,728,299	9,008,229	1,374,817	27,112,884	5,454,998	11,401,348	1,942,386	490,808,396
Kansas	227,408,635	103,079,499	9,056,158	1,384,250	18,723,278	6,231,510	9,605,697	1,907,406	377,396,433
Kentucky	402,342,615	187,687,170	11,635,191	1,424,395	40,410,970	3,740,276	13,828,095	2,480,694	663,549,406
Louisiana	425,936,600	200,551,939	10,412,938	1,517,643	42,565,789	4,174,554	11,553,935	4,210,035	700,923,433
Maine	106,896,127	50,148,610	1,934,266	1,442,741	10,441,726	1,288,568	10,393,847	1,803,914	184,349,799
Maryland	334,437,562	155,909,955	10,980,358	1,123,620	34,301,386	2,398,269	54,200,066	6,790,602	600,141,818
Massachusetts	330,883,306	154,806,431	10,537,158	1,186,729	33,781,491	2,528,137	64,016,290	8,802,531	606,542,073
Michigan	599,979,942	274,436,133	23,531,587	2,853,955	57,980,475	7,858,592	74,701,052	10,140,606	1,051,482,342
Minnesota	381,487,010	174,166,328	14,279,982	2,416,048	35,660,101	6,202,546	32,528,724	4,477,465	651,218,204
Mississippi	292,157,206	135,181,611	9,254,551	1,361,924	28,522,626	3,537,376	11,324,491	1,665,214	483,004,999
Missouri	569,665,260	264,790,890	17,917,406	1,663,399	56,780,534	5,731,938	23,792,814	5,089,974	945,432,215
Montana	244,173,866	116,104,097	4,285,242	1,606,705	24,850,461	1,944,067	15,027,166	1,760,513	409,752,117
Nebraska	171,898,535	79,120,454	5,552,018	1,217,387	15,116,610	3,746,753	10,384,647	1,623,016	288,659,420
Nevada	202,572,273	95,499,857	4,889,326	1,357,950	21,079,359	1,150,000	32,875,512	3,214,585	362,638,862
New Hampshire	94,993,186	43,772,403	2,553,117	1,267,944	9,274,120	1,150,000	10,446,429	1,548,049	165,005,248
New Jersey	545,523,497	256,689,926	16,572,322	1,226,757	56,056,681	3,806,584	105,071,226	12,190,760	997,137,753
New Mexico	219,772,358	102,436,067	5,889,742	1,429,831	22,467,328	1,649,490	11,520,321	1,576,175	366,741,312
New York	909,309,071	429,417,702	26,248,049	2,204,556	93,392,252	6,391,185	184,914,800	24,454,842	1,676,332,457
North Carolina	611,277,502	282,452,094	21,718,350	1,613,560	60,404,024	6,674,786	51,733,692	5,696,091	1,041,570,099
North Dakota	146,407,186	68,908,271	3,162,127	1,131,881	12,207,850	3,858,208	10,619,159	1,644,137	247,938,819
Ohio	763,845,138	354,986,864	26,322,393	1,671,851	74,881,210	8,939,677	96,656,508	11,343,781	1,338,647,422
Oklahoma	384,789,837	177,676,835	12,495,937	1,787,083	36,784,263	5,440,822	11,865,692	2,531,975	633,372,444
Oregon	295,752,095	138,743,114	7,480,309	1,610,153	29,449,280	3,005,208	19,582,847	3,544,740	499,167,746
Pennsylvania	943,912,299	445,353,488	25,549,764	1,991,266	96,825,434	6,755,203	105,482,854	12,701,801	1,638,572,109
Rhode Island	127,985,893	60,856,614	2,309,517	865,034	12,894,589	1,150,000	10,528,358	1,818,501	218,408,506
South Carolina	405,570,817	186,565,497	14,577,530	1,211,220	40,118,326	4,387,169	13,222,766	3,084,493	668,737,818
South Dakota	166,190,329	77,772,895	4,188,238	1,137,193	15,814,074	2,422,896	12,382,185	1,730,462	281,638,272
Tennessee	498,101,677	230,686,233	16,728,615	1,640,613	49,764,951	4,894,459	37,390,130	4,707,442	843,914,120
Texas	2,023,069,288	933,096,263	74,926,164	3,994,822	203,345,046	18,657,366	166,178,169	23,967,780	3,447,234,898
Utah	205,370,668	96,149,227	4,948,505	1,561,852	20,914,787	1,621,655	13,041,158	3,173,305	346,781,157
Vermont	117,146,951	55,526,654	2,119,356	1,028,010	11,705,173	1,150,000	11,957,273	2,052,831	202,686,248
Virginia	592,095,925	274,461,769	20,374,254	1,527,161	60,320,035	4,653,876	55,435,308	7,403,370	1,016,271,698
Washington	392,778,770	184,161,920	10,617,698	1,886,270	38,874,193	4,227,561	37,299,563	7,170,296	677,016,271
West Virginia	261,194,784	123,514,561	5,630,151	1,311,075	26,613,735	2,048,591	14,457,337	1,666,911	436,437,145
Wisconsin	446,926,397	204,375,564	16,787,515	2,167,754	43,154,480	5,889,188	27,654,991	4,477,083	751,432,972
Wyoming	151,450,177	72,069,940	2,164,324	1,474,476	15,469,453	1,150,000	10,518,250	1,548,166	255,844,786
TOTAL	22,629,811,443	10,513,392,654	735,740,000	84,160,000	2,253,292,468	230,000,000	2,339,825,471	323,777,964	39,110,000,000

FY 2018 Estimated Apportionments by Program Category

STATE	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Program Set-aside	STBGP Set-aside Recreational Trails	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program	Metropolitan Planning	TOTAL
Alabama	471,345,306	218,528,826	15,278,816	1,749,787	46,858,717	4,866,013	11,747,414	3,071,644	773,446,523
Alaska	298,258,158	143,040,422	5,015,219	1,527,922	31,555,404	1,175,000	28,338,033	2,265,186	511,175,344
Arizona	425,907,866	196,901,850	15,152,982	1,934,863	43,891,964	2,846,528	53,421,229	5,845,774	745,903,056
Arkansas	318,928,686	148,510,571	9,490,411	1,493,969	30,984,455	4,014,302	12,680,399	1,716,398	527,819,191
California	1,989,641,760	932,587,993	67,551,808	5,756,189	201,913,120	16,427,192	477,884,814	49,982,881	3,741,745,757
Colorado	307,756,425	142,916,474	10,267,913	1,591,652	30,392,343	3,380,386	43,554,881	5,283,526	545,143,600
Connecticut	286,330,694	135,423,776	7,732,201	962,216	30,049,879	1,371,623	45,557,894	4,610,490	512,038,773
Delaware	98,414,018	45,818,321	2,724,679	905,680	9,624,807	1,175,000	12,008,750	1,780,133	172,451,388
Dist. of Col.	93,358,420	43,714,898	2,345,983	825,098	9,070,013	1,175,000	10,402,387	1,773,107	162,664,906
Florida	1,178,574,895	539,039,027	47,298,941	2,602,532	120,301,115	9,033,932	14,002,165	20,684,153	1,931,536,760
Georgia	768,733,073	352,452,142	31,317,197	1,740,137	75,963,938	8,395,680	69,970,137	7,761,720	1,316,334,024
Hawaii	99,274,181	46,203,221	2,680,034	960,464	9,719,200	1,175,000	10,666,934	1,747,115	172,426,149
Idaho	171,819,145	80,606,697	3,784,134	1,710,560	16,967,004	1,888,171	13,195,079	1,617,461	291,588,251
Illinois	817,896,303	382,618,554	27,205,860	1,525,297	78,774,039	10,980,679	113,370,681	17,046,063	1,449,417,476
Indiana	569,594,514	263,091,335	21,255,435	1,201,709	54,711,844	7,794,606	48,517,485	5,228,835	971,395,763
Iowa	302,771,597	141,030,454	9,008,229	1,374,817	27,652,117	5,573,585	11,631,314	1,981,564	501,023,677
Kansas	231,995,467	105,611,215	9,056,158	1,384,250	19,091,858	6,366,977	9,799,444	1,945,878	385,251,247
Kentucky	410,457,866	192,161,759	11,635,191	1,424,395	41,221,446	3,821,586	14,107,008	2,530,729	677,359,980
Louisiana	434,527,742	205,287,205	10,412,938	1,517,643	43,419,119	4,265,305	11,786,978	4,294,951	715,511,881
Maine	109,052,221	51,346,443	1,934,266	1,442,741	10,650,647	1,316,581	10,603,491	1,840,299	188,186,689
Maryland	341,183,167	159,683,658	10,980,358	1,123,620	34,990,525	2,450,406	55,293,281	6,927,568	612,632,583
Massachusetts	337,557,222	158,554,313	10,537,158	1,186,729	34,459,929	2,583,096	65,307,499	8,980,078	619,166,024
Michigan	612,081,538	281,178,007	23,531,587	2,853,955	59,139,482	8,029,431	76,207,772	10,345,142	1,073,366,914
Minnesota	389,181,602	178,433,640	14,279,982	2,416,048	36,370,823	6,337,384	33,184,829	4,567,775	664,772,083
Mississippi	298,050,017	138,432,104	9,254,551	1,361,924	29,093,287	3,614,276	11,552,906	1,698,802	493,057,867
Missouri	581,155,408	271,132,962	17,917,406	1,663,399	57,918,581	5,856,545	24,272,715	5,192,639	965,109,655
Montana	249,098,853	118,827,526	4,285,242	1,606,705	25,349,406	1,986,329	15,330,264	1,796,023	418,280,348
Nebraska	175,365,729	81,037,967	5,552,018	1,217,387	15,416,169	3,828,204	10,594,105	1,655,752	294,667,331
Nevada	206,658,155	97,784,652	4,889,326	1,357,950	21,503,358	1,175,000	33,538,611	3,279,423	370,186,475
New Hampshire	96,909,199	44,838,179	2,553,117	1,267,944	9,459,670	1,175,000	10,657,134	1,579,273	168,439,516
New Jersey	556,526,706	262,865,817	16,572,322	1,226,757	57,183,073	3,889,336	107,190,513	12,436,647	1,017,891,171
New Mexico	224,205,167	104,885,025	5,889,742	1,429,831	22,918,591	1,685,348	11,752,686	1,607,967	374,374,357
New York	927,649,835	439,727,948	26,248,049	2,204,556	95,268,781	6,530,124	188,644,531	24,948,097	1,711,221,921
North Carolina	623,606,970	289,287,703	21,718,350	1,613,560	61,613,806	6,819,890	52,777,161	5,810,981	1,063,248,421
North Dakota	149,360,219	70,543,760	3,162,127	1,131,881	12,448,484	3,942,083	10,833,348	1,677,299	253,099,201
Ohio	779,251,894	363,570,048	26,322,393	1,671,851	76,379,919	9,134,018	98,606,070	11,572,586	1,366,508,779
Oklahoma	392,551,048	181,954,840	12,495,937	1,787,083	37,518,865	5,559,100	12,105,023	2,583,045	646,554,941
Oregon	301,717,415	142,045,028	7,480,309	1,610,153	30,039,479	3,070,539	19,977,833	3,616,237	509,556,993
Pennsylvania	962,951,010	455,942,564	25,549,764	1,991,266	98,770,748	6,902,055	107,610,443	12,957,997	1,672,675,847
Rhode Island	130,567,369	62,288,185	2,309,517	865,034	13,153,267	1,175,000	10,740,715	1,855,181	222,954,268
South Carolina	413,751,180	191,075,836	14,577,530	1,211,220	40,921,893	4,482,543	13,489,470	3,146,707	682,656,379
South Dakota	169,542,388	79,629,599	4,188,238	1,137,193	16,129,761	2,475,567	12,631,933	1,765,366	287,500,045
Tennessee	508,148,388	236,250,873	16,728,615	1,640,613	50,762,584	5,000,860	38,144,289	4,802,391	861,478,613
Texas	2,063,874,595	955,719,318	74,926,164	3,994,822	207,423,551	19,062,961	169,529,983	24,451,210	3,518,982,604
Utah	209,512,995	98,442,258	4,948,505	1,561,852	21,334,735	1,656,908	13,304,198	3,237,310	353,998,761
Vermont	119,509,805	56,840,089	2,119,356	1,028,010	11,939,827	1,175,000	12,198,451	2,094,237	206,904,775
Virginia	604,038,499	281,091,136	20,374,254	1,527,161	61,531,235	4,755,047	56,553,438	7,552,696	1,037,423,466
Washington	400,701,118	188,562,832	10,617,698	1,886,270	39,652,877	4,319,465	38,051,895	7,314,921	691,107,076
West Virginia	266,463,082	126,425,736	5,630,151	1,311,075	27,148,135	2,093,125	14,748,942	1,700,533	445,520,779
Wisconsin	455,940,902	209,362,032	16,787,515	2,167,754	44,017,059	6,017,214	28,212,792	4,567,386	767,072,654
Wyoming	154,504,927	73,761,055	2,164,324	1,474,476	15,780,140	1,175,000	10,730,403	1,579,393	261,169,718
TOTAL	23,086,254,739	10,767,065,873	735,740,000	84,160,000	2,298,451,069	235,000,000	2,387,019,750	330,308,569	39,924,000,000

FY 2019 Estimated Apportionments by Program Category

STATE	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Program Set-aside	STBGP Set-aside Recreational Trails	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program	Metropolitan Planning	TOTAL
Alabama	481,702,124	223,060,593	15,278,816	1,749,787	47,779,195	4,969,545	11,979,661	3,132,370	789,652,091
Alaska	304,840,952	145,914,941	5,015,219	1,527,922	32,178,378	1,200,000	28,898,276	2,309,969	521,885,657
Arizona	435,329,403	201,011,681	15,152,982	1,934,863	44,756,697	2,907,092	54,477,367	5,961,344	761,531,429
Arkansas	325,942,482	151,578,344	9,490,411	1,493,969	31,591,927	4,099,712	12,931,090	1,750,331	538,878,266
California	2,034,000,063	951,868,857	67,551,808	5,756,189	205,886,157	16,776,706	487,332,596	50,971,043	3,820,143,419
Colorado	314,572,597	145,888,149	10,267,913	1,591,652	30,989,030	3,452,309	44,415,961	5,387,981	556,565,592
Connecticut	292,678,837	138,190,106	7,732,201	962,216	30,642,757	1,400,807	46,458,574	4,701,639	522,767,137
Delaware	100,591,171	46,768,005	2,724,679	905,680	9,813,614	1,200,000	12,246,163	1,815,326	176,064,638
Dist. of Col.	95,422,486	44,615,502	2,345,983	825,098	9,247,837	1,200,000	10,608,043	1,808,161	166,073,110
Florida	1,204,468,332	550,369,707	47,298,941	2,602,532	122,669,390	9,226,143	14,278,988	21,093,079	1,972,007,112
Georgia	785,698,045	359,860,579	31,317,197	1,740,137	77,455,400	8,574,312	71,353,447	7,915,169	1,343,914,286
Hawaii	101,468,306	47,160,720	2,680,034	960,464	9,909,876	1,200,000	10,877,819	1,781,655	176,038,874
Idaho	175,607,453	82,261,720	3,784,134	1,710,560	17,300,112	1,928,345	13,455,946	1,649,438	297,697,708
Illinois	836,011,885	390,516,309	27,205,860	1,525,297	80,317,310	11,214,310	115,612,020	17,383,064	1,479,786,055
Indiana	582,159,453	268,579,381	21,255,435	1,201,709	55,783,460	7,960,449	49,476,676	5,332,209	991,748,772
Iowa	309,429,996	143,942,794	9,008,229	1,374,817	28,191,310	5,692,172	11,861,265	2,020,739	511,521,322
Kansas	237,099,201	107,843,192	9,056,158	1,384,250	19,460,407	6,502,445	9,993,179	1,984,348	393,323,180
Kentucky	419,481,945	196,109,335	11,635,191	1,424,395	44,031,866	3,902,897	14,385,904	2,580,762	691,552,295
Louisiana	444,078,901	209,465,776	10,412,938	1,517,643	44,272,392	4,356,056	12,020,006	4,379,862	730,503,574
Maine	111,460,816	52,397,862	1,934,266	1,442,741	10,859,553	1,344,593	10,813,122	1,876,682	192,129,635
Maryland	348,750,787	162,980,728	10,980,358	1,123,620	35,679,619	2,502,542	56,386,429	7,064,526	625,468,609
Massachusetts	345,061,927	161,820,484	10,537,158	1,186,729	35,138,322	2,638,056	66,598,628	9,157,614	632,138,918
Michigan	625,623,334	287,084,785	23,531,587	2,853,955	60,298,406	8,200,270	77,714,400	10,549,666	1,095,856,403
Minnesota	397,768,150	182,183,742	14,279,982	2,416,048	37,081,493	6,472,222	33,840,892	4,658,080	678,700,609
Mississippi	304,604,376	141,298,979	9,254,551	1,361,924	29,663,910	3,691,175	11,781,307	1,732,387	503,388,609
Missouri	593,940,470	276,724,143	17,917,406	1,663,399	59,056,550	5,981,152	24,752,587	5,295,297	985,331,004
Montana	254,585,060	121,225,519	4,285,242	1,606,705	25,848,317	2,028,592	15,633,344	1,831,530	427,044,309
Nebraska	179,228,287	82,726,219	5,552,018	1,217,387	15,715,705	3,909,655	10,803,551	1,688,486	300,841,308
Nevada	211,240,744	99,781,438	4,889,326	1,357,950	21,927,328	1,200,000	34,201,670	3,344,257	377,942,713
New Hampshire	99,051,215	45,772,905	2,553,117	1,267,944	9,645,208	1,200,000	10,867,826	1,610,496	171,968,711
New Jersey	568,895,704	268,249,790	16,572,322	1,226,757	58,309,390	3,972,088	109,309,669	12,682,520	1,039,218,240
New Mexico	229,140,284	107,042,708	5,889,742	1,429,831	23,369,824	1,721,207	11,985,037	1,639,756	382,218,389
New York	948,286,696	448,706,870	26,248,049	2,204,556	97,145,187	6,669,063	192,374,034	25,441,321	1,747,075,776
North Carolina	637,363,044	295,296,076	21,718,350	1,613,560	62,823,506	6,964,994	53,820,565	5,925,864	1,085,525,959
North Dakota	152,652,845	71,982,332	3,162,127	1,131,881	12,689,099	4,025,957	11,047,523	1,710,460	258,402,224
Ohio	796,492,177	371,090,068	26,322,393	1,671,851	77,878,524	9,328,359	100,555,512	11,801,376	1,395,140,260
Oklahoma	401,179,757	185,729,799	12,495,937	1,787,083	38,253,414	5,677,379	12,344,340	2,634,111	660,101,820
Oregon	308,366,427	144,950,490	7,480,309	1,610,153	30,629,638	3,135,869	20,372,795	3,687,730	520,233,411
Pennsylvania	984,234,041	465,230,266	25,549,764	1,991,266	100,715,934	7,048,907	109,737,902	13,214,176	1,707,722,256
Rhode Island	133,447,992	63,546,292	2,309,517	865,034	13,411,929	1,200,000	10,953,059	1,891,857	227,625,680
South Carolina	422,847,479	195,055,041	14,577,530	1,211,220	41,725,406	4,577,916	13,756,156	3,208,918	696,959,666
South Dakota	173,280,197	81,262,620	4,188,238	1,137,193	16,445,424	2,528,239	12,881,667	1,800,267	293,523,845
Tennessee	519,350,978	241,145,258	16,728,615	1,640,613	51,760,149	5,107,261	38,898,402	4,897,335	879,528,611
Texas	2,109,401,473	975,604,511	74,926,164	3,994,822	211,501,780	19,468,556	172,881,591	24,934,611	3,592,713,508
Utah	214,130,294	100,459,866	4,948,505	1,561,852	21,754,654	1,692,162	13,567,222	3,301,312	361,415,867
Vermont	122,150,273	57,992,548	2,119,356	1,028,010	12,174,466	1,200,000	12,439,614	2,135,640	211,239,907
Virginia	617,373,035	286,913,363	20,374,254	1,527,161	62,742,354	4,856,218	57,671,499	7,702,013	1,059,159,897
Washington	409,550,758	192,426,049	10,617,698	1,886,270	40,431,508	4,411,368	38,804,181	7,459,536	705,587,368
West Virginia	272,329,151	128,990,281	5,630,151	1,311,075	27,682,499	2,137,660	15,040,528	1,734,152	454,855,497
Wisconsin	465,984,616	213,751,692	16,787,515	2,167,754	44,879,577	6,145,240	28,770,559	4,657,683	783,144,636
Wyoming	157,910,098	75,248,973	2,164,324	1,474,476	16,090,806	1,200,000	10,942,543	1,610,618	266,641,838
TOTAL	23,596,266,117	10,989,677,388	735,740,000	84,160,000	2,343,606,594	240,000,000	2,434,211,135	336,838,766	40,760,500,000

FY 2020 Estimated Apportionments by Program Category

STATE	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Program Set-aside	STBGP Set-aside Recreational Trails	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program	Metropolitan Planning	TOTAL
Alabama	491,713,806	228,311,347	15,278,816	1,749,787	48,747,912	5,073,078	12,222,848	3,195,957	806,293,551
Alaska	311,183,298	149,258,963	5,015,219	1,527,922	32,831,877	1,225,000	29,484,912	2,356,861	532,884,052
Arizona	444,391,417	205,802,620	15,152,982	1,934,863	45,665,017	2,967,657	55,583,257	6,082,360	777,580,173
Arkansas	332,718,208	155,135,603	9,490,411	1,493,969	32,232,038	4,185,123	13,193,591	1,785,862	550,234,805
California	2,076,418,075	974,503,488	67,551,808	5,756,189	210,062,821	17,126,221	497,225,448	52,005,755	3,900,649,805
Colorado	321,122,737	149,356,105	10,267,913	1,591,652	31,617,213	3,524,232	45,317,605	5,497,357	568,294,814
Connecticut	298,774,553	141,421,405	7,732,201	962,216	31,264,939	1,429,990	47,401,683	4,797,083	533,784,070
Delaware	102,685,151	47,875,136	2,724,679	905,680	10,012,494	1,225,000	12,494,760	1,852,178	179,775,078
Dist. of Col.	97,408,591	45,664,845	2,345,983	825,098	9,435,215	1,225,000	10,823,386	1,844,867	169,572,985
Florida	1,229,501,236	563,496,558	47,298,941	2,602,532	125,158,284	9,418,355	14,568,851	21,521,269	2,013,566,026
Georgia	802,044,479	368,478,333	31,317,197	1,740,137	79,025,538	8,752,943	72,801,922	8,075,847	1,372,236,396
Hawaii	103,580,084	48,276,017	2,680,034	960,464	10,110,712	1,225,000	11,098,639	1,817,823	179,748,773
Idaho	179,260,174	84,185,281	3,784,134	1,710,560	17,650,805	1,968,519	13,729,101	1,682,922	303,971,496
Illinois	853,419,801	399,733,411	27,205,860	1,525,297	81,944,287	11,447,942	117,958,944	17,735,940	1,510,971,482
Indiana	594,270,083	274,960,836	21,255,435	1,201,709	56,913,373	8,126,291	50,481,053	5,440,453	1,012,649,233
Iowa	315,862,441	147,319,786	9,008,229	1,374,817	28,761,489	5,810,759	12,102,049	2,061,760	522,301,330
Kansas	242,028,436	110,432,103	9,056,158	1,384,250	19,852,700	6,637,912	10,196,041	2,024,630	401,612,230
Kentucky	428,201,596	200,685,579	11,635,191	1,424,395	42,884,295	3,984,207	14,677,937	2,633,152	706,126,352
Louisiana	453,309,370	214,308,830	10,412,938	1,517,643	45,170,136	4,446,807	12,264,012	4,468,774	745,898,510
Maine	113,780,194	53,621,805	1,934,266	1,442,741	11,079,621	1,372,605	11,032,629	1,914,778	196,178,639
Maryland	356,015,084	166,833,515	10,980,358	1,123,620	36,403,631	2,554,678	57,531,074	7,207,936	638,649,896
Massachusetts	352,253,309	165,645,186	10,537,158	1,186,729	35,851,262	2,693,015	67,950,580	9,343,514	645,460,753
Michigan	638,647,016	293,971,341	23,531,587	2,853,955	61,519,974	8,371,109	79,292,002	10,763,824	1,118,950,808
Minnesota	406,043,215	186,544,980	14,279,982	2,416,048	37,831,993	6,607,060	34,527,863	4,752,639	693,003,780
Mississippi	310,936,460	144,623,157	9,254,551	1,361,924	30,265,037	3,768,074	12,020,467	1,767,555	513,997,225
Missouri	606,288,361	283,209,484	17,917,406	1,663,399	60,253,996	6,105,760	25,255,064	5,402,792	1,006,096,262
Montana	259,879,213	124,009,855	4,285,242	1,606,705	26,372,723	2,070,854	15,950,701	1,868,710	436,044,003
Nebraska	182,955,440	84,686,586	5,552,018	1,217,387	16,033,188	3,991,106	11,022,863	1,722,763	307,181,351
Nevada	215,640,510	102,114,232	4,889,326	1,357,950	22,372,449	1,225,000	34,895,963	3,412,146	385,907,576
New Hampshire	101,112,726	46,861,753	2,553,117	1,267,944	9,840,664	1,225,000	11,088,442	1,643,189	175,592,835
New Jersey	580,751,093	274,552,652	16,572,322	1,226,757	59,492,665	4,054,840	111,528,656	12,939,975	1,061,118,960
New Mexico	233,904,675	109,546,715	5,889,742	1,429,831	23,844,004	1,757,065	12,228,333	1,673,043	390,273,408
New York	968,052,700	459,227,174	26,248,049	2,204,556	99,116,533	6,808,001	196,279,227	25,957,780	1,783,894,020
North Carolina	650,621,992	302,282,403	21,718,350	1,613,560	64,097,027	7,110,098	54,913,122	6,046,160	1,108,402,712
North Dakota	155,827,986	73,654,090	3,162,127	1,131,881	12,945,000	4,109,831	11,271,788	1,745,182	263,847,885
Ohio	813,072,854	379,857,451	26,322,393	1,671,851	79,456,882	9,522,699	102,596,788	12,040,944	1,424,541,862
Oklahoma	409,518,588	190,105,161	12,495,937	1,787,083	39,028,138	5,795,658	12,594,930	2,687,584	674,013,079
Oregon	314,779,854	148,325,857	7,480,309	1,610,153	31,250,676	3,201,200	20,786,362	3,762,591	531,197,002
Pennsylvania	1,004,718,161	476,048,707	25,549,764	1,991,266	102,759,671	7,195,760	111,965,581	13,482,424	1,743,711,334
Rhode Island	136,224,188	65,009,383	2,309,517	865,034	13,683,953	1,225,000	11,175,406	1,930,262	232,422,743
South Carolina	431,637,047	199,667,868	14,577,530	1,211,220	42,571,263	4,673,289	14,035,406	3,274,059	711,647,682
South Dakota	176,884,442	83,160,472	4,188,238	1,137,193	16,778,439	2,580,911	13,143,165	1,836,812	299,709,672
Tennessee	530,153,466	246,833,248	16,728,615	1,640,613	52,809,721	5,213,662	39,688,039	4,996,751	898,064,115
Texas	2,153,282,998	998,726,371	74,926,164	3,994,822	215,791,235	19,874,151	176,391,087	25,440,783	3,668,427,611
Utah	218,583,840	102,803,885	4,948,505	1,561,852	22,196,016	1,727,415	13,842,636	3,368,329	369,032,478
Vermont	124,692,288	59,334,523	2,119,356	1,028,010	12,421,335	1,225,000	12,692,139	2,178,994	215,691,645
Virginia	630,218,403	293,687,895	20,374,254	1,527,161	64,015,292	4,957,390	58,842,231	7,858,364	1,081,480,990
Washington	418,072,950	196,922,942	10,617,698	1,886,270	41,251,148	4,503,272	39,591,905	7,610,965	720,457,150
West Virginia	277,991,719	131,966,817	5,630,151	1,311,075	28,244,133	2,182,195	15,345,851	1,769,356	464,441,297
Wisconsin	475,675,311	218,849,480	16,787,515	2,167,754	45,788,758	6,273,266	29,354,602	4,752,234	799,648,920
Wyoming	161,194,394	76,977,677	2,164,324	1,474,476	16,417,285	1,225,000	11,164,677	1,643,313	272,261,146
TOTAL	24,087,304,013	11,248,868,911	735,740,000	84,160,000	2,391,124,857	245,000,000	2,483,625,618	343,676,601	41,619,500,000

FY 2021 Estimated Apportionments by Program Category

STATE	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Program Set-aside	STBGP Set-aside Recreational Trails	Highway Safety Improvement Program	Railway-Highway Crossings Program	Congestion Mitigation & Air Quality Improvement Program	Metropolitan Planning	TOTAL
Alabama	501,737,359	233,567,949	15,278,816	1,749,787	49,717,918	5,176,610	12,466,327	3,259,621	822,954,387
Alaska	317,533,161	152,606,699	5,015,219	1,527,922	33,486,191	1,250,000	30,072,251	2,403,810	543,895,253
Arizona	453,464,164	210,598,870	15,152,982	1,934,863	46,574,503	3,028,221	56,690,476	6,203,520	793,647,599
Arkansas	339,501,966	158,696,821	9,490,411	1,493,969	32,873,020	4,270,534	13,456,407	1,821,437	561,604,565
California	2,118,886,284	997,163,085	67,551,808	5,756,189	214,244,921	17,475,736	507,130,179	53,041,709	3,981,249,911
Colorado	327,680,632	152,827,903	10,267,913	1,591,652	32,246,237	3,596,155	46,220,331	5,606,865	580,037,688
Connecticut	304,877,488	144,656,281	7,732,201	962,216	31,887,903	1,459,174	48,345,924	4,892,641	544,813,828
Delaware	104,781,611	48,983,496	2,724,679	905,680	10,211,642	1,250,000	12,743,656	1,889,073	183,489,837
Dist. of Col.	99,397,050	46,715,351	2,345,983	825,098	9,622,849	1,250,000	11,038,988	1,881,617	173,076,936
Florida	1,254,563,818	576,638,029	47,298,941	2,602,532	127,650,400	9,610,566	14,859,063	21,949,972	2,055,173,321
Georgia	818,410,281	377,105,657	31,317,197	1,740,137	80,597,775	8,931,575	74,252,136	8,236,718	1,400,591,476
Hawaii	105,694,365	49,392,551	2,680,034	960,464	10,311,819	1,250,000	11,319,724	1,854,034	183,462,991
Idaho	182,917,223	86,110,981	3,784,134	1,710,560	18,001,968	2,008,692	14,002,585	1,716,446	310,252,589
Illinois	870,848,335	408,960,723	27,205,860	1,525,297	83,573,499	11,681,573	120,308,686	18,089,240	1,542,193,213
Indiana	606,395,065	281,349,379	21,255,435	1,201,709	58,044,840	8,292,134	51,486,635	5,548,827	1,033,574,024
Iowa	322,302,512	150,700,536	9,008,229	1,374,817	29,332,497	5,929,345	12,343,121	2,102,830	533,093,887
Kansas	246,963,513	113,023,896	9,056,158	1,384,250	20,245,625	6,773,380	10,399,146	2,064,961	409,910,929
Kentucky	436,931,583	205,266,919	11,635,191	1,424,395	43,737,845	4,065,517	14,970,322	2,685,604	720,717,376
Louisiana	462,550,781	219,157,278	10,412,938	1,517,643	46,069,065	4,537,559	12,508,312	4,557,791	761,311,367
Maine	116,102,318	54,847,107	1,934,266	1,442,741	11,299,986	1,400,618	11,252,399	1,952,921	200,232,356
Maryland	363,287,983	170,690,567	10,980,358	1,123,620	37,128,574	2,606,814	58,677,093	7,351,518	651,846,527
Massachusetts	359,453,203	169,474,115	10,537,158	1,186,729	36,565,123	2,747,975	69,304,156	9,529,637	658,798,096
Michigan	651,686,125	300,865,532	23,531,587	2,853,955	62,743,214	8,541,948	80,871,499	10,978,239	1,142,072,099
Minnesota	414,328,087	190,911,063	14,279,982	2,416,048	38,583,556	6,741,898	35,215,658	4,847,312	707,323,604
Mississippi	317,276,051	147,951,036	9,254,551	1,361,924	30,866,976	3,844,974	12,259,915	1,802,764	524,618,191
Missouri	618,650,890	289,702,043	17,917,406	1,663,399	61,453,030	6,230,367	25,758,145	5,510,416	1,026,885,696
Montana	265,179,641	126,797,287	4,285,242	1,606,705	26,897,810	2,113,116	16,268,438	1,905,935	445,054,174
Nebraska	186,687,009	86,649,135	5,552,018	1,217,387	16,351,150	4,072,558	11,242,438	1,757,080	313,528,775
Nevada	220,045,487	104,449,608	4,889,326	1,357,950	22,818,134	1,250,000	35,591,091	3,480,116	393,881,712
New Hampshire	103,176,677	47,951,808	2,553,117	1,267,944	10,036,385	1,250,000	11,309,324	1,675,921	179,221,176
New Jersey	592,620,516	280,862,482	16,572,322	1,226,757	60,677,460	4,137,592	113,750,306	13,197,740	1,083,045,175
New Mexico	238,674,711	112,053,508	5,889,742	1,429,831	24,318,796	1,792,924	12,471,921	1,706,371	398,337,804
New York	987,842,103	469,759,098	26,248,049	2,204,556	101,090,412	6,946,940	200,189,109	26,474,858	1,820,755,125
North Carolina	663,896,653	309,276,489	21,718,350	1,613,560	65,372,253	7,255,202	56,006,992	6,166,599	1,131,306,098
North Dakota	159,006,889	75,327,708	3,162,127	1,131,881	13,201,310	4,193,705	11,496,322	1,779,945	269,299,887
Ohio	829,673,172	388,634,555	26,322,393	1,671,851	81,037,368	9,717,040	104,640,516	12,280,799	1,453,977,694
Oklahoma	417,867,305	194,485,396	12,495,937	1,787,083	39,803,934	5,913,937	12,845,821	2,741,121	687,940,534
Oregon	321,200,881	151,704,974	7,480,309	1,610,153	31,872,538	3,266,530	21,200,427	3,837,542	542,173,354
Pennsylvania	1,025,226,549	486,879,151	25,549,764	1,991,266	104,806,039	7,342,612	114,195,935	13,750,994	1,779,742,310
Rhode Island	139,003,674	66,474,099	2,309,517	865,034	13,956,334	1,250,000	11,398,020	1,968,713	237,225,391
South Carolina	440,437,034	204,285,828	14,577,530	1,211,220	43,418,251	4,768,662	14,314,992	3,339,278	726,352,795
South Dakota	180,492,958	85,060,433	4,188,238	1,137,193	17,111,919	2,633,582	13,404,976	1,873,402	305,902,701
Tennessee	540,968,755	252,527,558	16,728,615	1,640,613	53,860,679	5,320,064	40,478,625	5,096,286	916,621,195
Texas	2,197,216,523	1,021,873,912	74,926,164	3,994,822	220,086,327	20,279,746	179,904,798	25,947,564	3,744,229,856
Utah	223,042,664	105,150,509	4,948,505	1,561,852	22,637,950	1,762,668	14,118,382	3,435,425	376,657,955
Vermont	127,237,314	60,677,989	2,119,356	1,028,010	12,668,531	1,250,000	12,944,966	2,222,399	220,148,565
Virginia	643,078,991	300,469,950	20,374,254	1,527,161	65,289,881	5,058,561	60,014,368	8,014,902	1,103,828,068
Washington	426,605,237	201,424,825	10,617,698	1,886,270	42,071,883	4,595,175	40,380,576	7,762,576	735,344,240
West Virginia	283,661,001	134,946,665	5,630,151	1,311,075	28,806,496	2,226,729	15,651,540	1,804,601	474,038,258
Wisconsin	485,377,491	223,952,936	16,787,515	2,167,754	46,699,185	6,401,292	29,939,345	4,846,898	816,172,416
Wyoming	164,482,582	78,708,303	2,164,324	1,474,476	16,744,185	1,250,000	11,387,078	1,676,048	277,886,996
TOTAL	24,578,923,665	11,508,348,073	735,740,000	84,160,000	2,438,706,186	250,000,000	2,533,099,440	350,522,636	42,479,500,000