

**T&I Committee Transparency and Accountability Information by State and Formula Funding under  
the American Recovery and Reinvestment Act of 2009 (P.L. 111-5) (Recovery Act)  
Submissions Received by T&I Committee (Data Reported as of March 31, 2010)**

	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlayed	Projects Put Out to Bid	Recovery Act Funds Associated with Projects Put Out to Bid	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Projects in Which Work Has Begun	Recovery Act Funds Associated with Projects in Which Work Has Begun	Completed Projects	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation*	Direct Jobs Created or Sustained during March 2010	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
<b>Alabama</b>															
Clean Water State Revolving Fund	\$43,821,558	\$43,821,600	\$5,241,214	9	\$42,068,736	9	\$42,068,736	9	\$42,068,736	0	\$0	198	unavailable	31,645	\$847,395
Highway Infrastructure Investment	\$513,692,083	\$513,692,083	\$146,293,413	284	\$472,176,272	198	\$461,682,263	144	\$418,574,493	30	\$29,549,950	3,383	307	639,586	\$8,278,902
Transit Capital Assistance	\$40,132,290	\$37,884,291	\$655,319	10	\$13,945,071	49	\$34,797,442	47	\$25,668,428	4	\$326,999	5	2	1,272	\$35,041
<b>Total</b>	<b>\$597,645,931</b>	<b>\$595,397,974</b>	<b>\$152,189,946</b>	<b>303</b>	<b>\$528,190,079</b>	<b>256</b>	<b>\$538,548,441</b>	<b>200</b>	<b>\$486,311,657</b>	<b>34</b>	<b>\$29,876,949</b>	<b>3,586</b>	<b>309</b>	<b>672,503</b>	<b>\$9,161,338</b>
<b>Alaska</b>															
Clean Water State Revolving Fund	\$23,454,981	\$22,516,800	\$2,841,302	20	\$22,516,800	20	\$22,516,800	20	\$22,516,800	5	\$1,238,225	75	24	17,189	\$980,556
Highway Infrastructure Investment	\$175,461,487	\$175,461,487	\$41,530,521	26	\$170,461,487	21	\$135,802,249	15	\$99,603,656	2	\$8,673,230	666	9	117,093	\$6,517,409
Transit Capital Assistance	\$40,869,469	\$37,190,073	\$16,068,213	26	\$27,775,198	24	\$21,515,000	24	\$21,869,858	4	\$3,133,907	306	27	57,750	\$2,791,417
<b>Total</b>	<b>\$239,785,937</b>	<b>\$235,168,360</b>	<b>\$60,440,036</b>	<b>72</b>	<b>\$220,753,485</b>	<b>65</b>	<b>\$179,834,049</b>	<b>59</b>	<b>\$143,990,314</b>	<b>11</b>	<b>\$13,045,362</b>	<b>1,047</b>	<b>60</b>	<b>192,032</b>	<b>\$10,289,382</b>
<b>American Samoa</b>															
Clean Water State Revolving Fund	\$3,354,000	\$3,354,000	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	0	25	\$500
Highway Infrastructure Investment	\$4,500,000	\$4,500,000	\$0	1	\$4,500,000	1	\$4,500,000	1	\$4,500,000	0	\$0	24	58	14,168	\$87,494
Transit Capital Assistance	\$341,099	\$341,099	\$0	1	\$0	0	\$0	0	\$0	0	\$0	0	0	0	\$0
<b>Total</b>	<b>\$8,195,099</b>	<b>\$8,195,099</b>	<b>\$0</b>	<b>2</b>	<b>\$4,500,000</b>	<b>1</b>	<b>\$4,500,000</b>	<b>1</b>	<b>\$4,500,000</b>	<b>0</b>	<b>\$0</b>	<b>24</b>	<b>58</b>	<b>14,193</b>	<b>\$87,994</b>
<b>Arizona</b>															
Clean Water State Revolving Fund	\$26,469,630	\$25,410,816	\$13,140,217	17	\$25,410,816	17	\$25,410,816	17	\$25,410,816	8	\$12,531,636	1,104	48	199,608	\$6,365,599
Fixed Guideway	\$640,070	\$640,070	\$455	1	\$640,070	1	\$640,070	0	\$0	0	\$0	0	0	0	\$0
Highway Infrastructure Investment	\$520,911,019	\$520,911,019	\$127,066,945	168	\$412,385,191	158	\$398,003,977	158	\$398,003,977	29	\$60,083,745	5,659	866	1,130,941	\$27,796,354
Transit Capital Assistance	\$83,889,488	\$83,889,488	\$8,692,418	37	\$47,240,546	29	\$22,942,277	24	\$18,686,698	12	\$5,246,194	728	89	141,577	\$2,792,308
<b>Total</b>	<b>\$631,910,207</b>	<b>\$630,851,393</b>	<b>\$148,900,035</b>	<b>223</b>	<b>\$485,676,623</b>	<b>205</b>	<b>\$446,997,140</b>	<b>199</b>	<b>\$442,101,491</b>	<b>49</b>	<b>\$77,861,575</b>	<b>7,491</b>	<b>1,003</b>	<b>1,472,126</b>	<b>\$36,954,261</b>
<b>Arkansas</b>															
Clean Water State Revolving Fund	\$25,636,545	\$25,636,500	\$6,944,744	7	\$24,611,040	7	\$24,611,040	6	\$23,989,687	0	\$0	231	9	41,733	\$1,015,934
Highway Infrastructure Investment	\$351,544,468	\$343,432,717	\$78,606,175	109	\$299,163,934	105	\$277,686,190	97	\$215,841,197	54	\$46,056,799	2,026	349	411,525	\$7,632,289
Transit Capital Assistance	\$20,573,849	\$19,636,947	\$7,361,171	20	\$60,577,360	19	\$13,584,311	19	\$13,584,311	6	\$3,690,407	315	3	55,066	\$768,260
<b>Total</b>	<b>\$397,754,862</b>	<b>\$388,706,164</b>	<b>\$92,912,090</b>	<b>136</b>	<b>\$384,352,334</b>	<b>131</b>	<b>\$315,881,541</b>	<b>122</b>	<b>\$253,415,195</b>	<b>60</b>	<b>\$49,747,206</b>	<b>2,572</b>	<b>361</b>	<b>508,324</b>	<b>\$9,416,483</b>
<b>California</b>															
Clean Water State Revolving Fund	\$280,285,335	\$269,074,368	\$53,095,519	109	\$269,074,368	109	\$269,074,368	109	\$269,074,368	1	\$149,450	6,780	2,154	1,548,645	\$27,483,454
Fixed Guideway	\$63,214,610	\$63,214,609	\$17,738,589	9	\$62,083,157	9	\$60,445,680	10	\$63,214,609	1	\$1,131,452	555	558	192,945	\$12,463,903
Highway Infrastructure Investment	\$2,552,945,059	\$2,531,913,755	\$367,013,584	578	\$2,174,996,364	427	\$1,492,983,422	427	\$1,492,983,422	275	\$265,481,965	12,673	81	2,210,658	\$124,044,040
Transit Capital Assistance	\$841,204,710	\$832,035,454	\$244,426,355	375	\$572,247,189	268	\$557,019,681	351	\$657,235,507	120	\$70,003,421	23,987	2,301	4,556,576	\$135,920,781
<b>Total</b>	<b>\$3,737,649,714</b>	<b>\$3,696,238,186</b>	<b>\$682,274,047</b>	<b>1,071</b>	<b>\$3,078,401,078</b>	<b>813</b>	<b>\$2,379,523,151</b>	<b>897</b>	<b>\$2,482,507,906</b>	<b>397</b>	<b>\$336,766,288</b>	<b>43,995</b>	<b>5,094</b>	<b>8,508,824</b>	<b>\$299,912,178</b>
<b>Colorado</b>															
Clean Water State Revolving Fund	\$31,348,152	\$30,093,792	\$9,535,489	12	\$30,093,792	12	\$30,093,792	12	\$30,093,792	1	\$193,956	206	215	72,911	\$2,551,891
Fixed Guideway	\$753,399	\$753,399	\$0	1	\$753,399	1	\$753,399	1	\$753,399	0	\$0	0	0	0	\$0
Highway Infrastructure Investment	\$385,324,130	\$383,402,608	\$126,864,396	102	\$383,402,608	90	\$370,761,584	82	\$338,805,849	18	\$33,748,474	5,180	402	967,628	\$25,698,330
Transit Capital Assistance	\$121,315,663	\$121,315,663	\$38,659,218	40	\$100,934,367	34	\$82,629,610	34	\$82,629,610	9	\$13,540,524	1,738	525	392,182	\$11,367,156
<b>Total</b>	<b>\$538,741,344</b>	<b>\$535,565,462</b>	<b>\$175,059,103</b>	<b>155</b>	<b>\$515,184,166</b>	<b>137</b>	<b>\$484,238,385</b>	<b>129</b>	<b>\$452,282,650</b>	<b>28</b>	<b>\$47,482,954</b>	<b>7,124</b>	<b>1,142</b>	<b>1,432,721</b>	<b>\$39,617,377</b>

\*Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year One of Implementation Includes Information from February 17, 2009, through February 28, 2010.

	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlaid	Projects Put Out to Bid	Recovery Act Funds Associated with Projects Put Out to Bid	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Projects in Which Work Has Begun	Recovery Act Funds Associated with Projects in Which Work Has Begun	Completed Projects	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation*	Direct Jobs Created or Sustained during March 2010	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
<b>Connecticut</b>															
Clean Water State Revolving Fund	\$48,010,347	\$48,010,300	\$12,569,261	5	\$46,089,888	5	\$46,089,888	2	\$28,659,148	0	\$0	290	36	56,457	\$2,712,838
Fixed Guideway	\$32,030,396	\$32,030,396	\$4,125,905	3	\$32,030,396	3	\$32,030,396	3	\$32,030,396	0	\$0	0	0	0	\$0
Highway Infrastructure Investment	\$302,053,956	\$299,974,585	\$54,037,299	90	\$267,412,303	48	\$230,737,724	41	\$218,826,653	13	\$19,286,640	1,195	101	224,562	\$8,326,420
Transit Capital Assistance	\$120,767,245	\$120,767,245	\$2,130,899	19	\$113,243,751	18	\$113,235,671	18	\$113,235,671	6	\$185,955	39	21	10,454	\$551,600
<b>Total</b>	<b>\$502,861,944</b>	<b>\$500,782,526</b>	<b>\$72,863,364</b>	<b>117</b>	<b>\$458,776,338</b>	<b>74</b>	<b>\$422,093,679</b>	<b>64</b>	<b>\$392,751,868</b>	<b>19</b>	<b>\$19,472,595</b>	<b>1,524</b>	<b>158</b>	<b>291,473</b>	<b>\$11,590,858</b>
<b>Delaware</b>															
Clean Water State Revolving Fund	\$19,239,066	\$18,469,536	\$1,652,695	10	\$18,469,536	10	\$18,469,536	2	\$6,583,986	0	\$0	29	unavailable	4,107	\$143,771
Highway Infrastructure Investment	\$121,828,650	\$115,634,255	\$29,300,893	36	\$115,634,255	32	\$64,031,765	29	\$59,266,630	3	\$581,214	1,374	105	256,338	\$6,681,382
Transit Capital Assistance	\$19,000,000	\$18,917,211	\$1,076,946	5	\$18,917,211	5	\$18,917,211	4	\$18,717,211	0	\$0	30	11	7,126	\$290,681
<b>Total</b>	<b>\$160,067,716</b>	<b>\$153,021,002</b>	<b>\$32,030,534</b>	<b>51</b>	<b>\$153,021,002</b>	<b>47</b>	<b>\$101,418,512</b>	<b>35</b>	<b>\$84,567,827</b>	<b>3</b>	<b>\$581,214</b>	<b>1,433</b>	<b>116</b>	<b>267,571</b>	<b>\$7,115,834</b>
<b>District of Columbia</b>															
Clean Water State Revolving Fund	\$19,239,066	\$19,239,100	\$1,305,105	25	\$19,239,100	25	\$19,239,100	14	\$10,019,076	0	\$0	24	13	6,504	\$248,745
Fixed Guideway	\$17,749,826	\$17,749,826	\$3,045,924	6	\$17,749,826	6	\$17,749,826	6	\$17,749,826	0	\$0	76	7	14,384	\$814,780
Highway Infrastructure Investment	\$123,507,842	\$123,507,842	\$13,018,867	15	\$123,507,842	13	\$103,378,134	13	\$100,662,237	1	\$1,000,000	485	178	114,999	\$3,208,944
Transit Capital Assistance	\$184,083,396	\$184,083,396	\$32,421,809	24	\$182,478,396	19	\$140,048,222	19	\$140,048,222	1	\$868,650	53	16	11,827	\$1,683,659
<b>Total</b>	<b>\$344,580,130</b>	<b>\$344,580,164</b>	<b>\$49,791,705</b>	<b>70</b>	<b>\$342,975,164</b>	<b>63</b>	<b>\$282,415,282</b>	<b>52</b>	<b>\$268,479,361</b>	<b>2</b>	<b>\$1,868,650</b>	<b>638</b>	<b>214</b>	<b>147,714</b>	<b>\$5,956,128</b>
<b>Florida</b>															
Clean Water State Revolving Fund	\$132,286,374	\$132,286,300	\$32,424,800	28	\$132,286,300	28	\$132,286,300	28	\$132,286,300	0	\$0	2,490	1,293	655,815	\$7,361,833
Fixed Guideway	\$2,918,660	\$2,913,651	\$0	3	\$466,168	2	\$66,168	2	\$66,168	0	\$0	1	0	136	\$2,278
Highway Infrastructure Investment	\$1,346,042,707	\$1,320,594,701	\$235,702,708	566	\$1,231,297,793	484	\$1,036,672,373	428	\$862,085,393	113	\$30,172,677	6,443	2,570	1,562,171	\$35,293,435
Transit Capital Assistance	\$323,287,614	\$248,724,087	\$59,824,789	238	\$150,948,534	212	\$121,705,371	197	\$91,286,454	113	\$22,831,388	1,321	1,046	410,182	\$15,924,938
<b>Total</b>	<b>\$1,804,535,355</b>	<b>\$1,704,518,739</b>	<b>\$327,952,297</b>	<b>835</b>	<b>\$1,514,998,795</b>	<b>726</b>	<b>\$1,290,730,212</b>	<b>655</b>	<b>\$1,085,724,315</b>	<b>226</b>	<b>\$53,004,065</b>	<b>10,254</b>	<b>4,909</b>	<b>2,628,304</b>	<b>\$58,582,484</b>
<b>Georgia</b>															
Clean Water State Revolving Fund	\$84,337,044	\$84,336,750	\$22,170,529	38	\$81,686,310	38	\$81,686,310	38	\$81,686,310	1	\$7,561,761	661	249	157,661	\$5,689,157
Fixed Guideway	\$7,380,854	\$7,380,854	\$111,991	1	\$7,380,854	1	\$7,380,854	1	\$7,380,854	0	\$0	0	3	567	\$52,108
Highway Infrastructure Investment	\$906,585,680	\$901,395,544	\$107,652,453	365	\$897,943,608	317	\$796,936,883	295	\$777,186,757	3	\$2,370,897	3,841	958	831,964	\$14,458,844
Transit Capital Assistance	\$127,909,498	\$127,909,498	\$51,901,044	11	\$68,861,379	18	\$71,372,145	9	\$109,244,123	3	\$133,285	6,880	981	1,362,549	\$44,790,806
<b>Total</b>	<b>\$1,126,213,076</b>	<b>\$1,121,022,646</b>	<b>\$181,836,017</b>	<b>415</b>	<b>\$1,055,872,151</b>	<b>374</b>	<b>\$957,376,192</b>	<b>343</b>	<b>\$975,498,044</b>	<b>7</b>	<b>\$10,065,943</b>	<b>11,382</b>	<b>2,191</b>	<b>2,352,741</b>	<b>\$64,990,915</b>
<b>Guam</b>															
Clean Water State Revolving Fund	\$2,471,500	\$2,371,500	\$2,371,500	2	\$2,371,500	2	\$2,371,500	2	\$2,371,500	0	\$0	0	17	2,880	\$69,722
Highway Infrastructure Investment	\$18,000,000	\$18,000,000	\$0	5	\$18,000,000	4	\$12,702,000	0	\$0	0	\$0	0	0	0	\$0
Transit Capital Assistance	\$921,976	\$921,976	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	0	0	\$0
<b>Total</b>	<b>\$21,393,476</b>	<b>\$21,293,476</b>	<b>\$2,371,500</b>	<b>7</b>	<b>\$20,371,500</b>	<b>6</b>	<b>\$15,073,500</b>	<b>2</b>	<b>\$2,371,500</b>	<b>0</b>	<b>\$0</b>	<b>0</b>	<b>17</b>	<b>2,880</b>	<b>\$69,722</b>
<b>Hawaii</b>															
Clean Water State Revolving Fund	\$30,352,311	\$29,752,300	\$12,715,766	7	\$29,752,300	7	\$29,752,300	6	\$24,701,984	0	\$0	124	64	32,581	\$1,645,501
Fixed Guideway	\$254,793	\$254,793	\$0	1	\$254,793	1	\$254,793	1	\$254,793	0	\$0	0	0	42	\$3,436
Highway Infrastructure Investment	\$125,746,380	\$125,746,380	\$9,145,796	20	\$98,324,691	20	\$98,324,691	14	\$82,230,092	0	\$0	274	79	61,111	\$2,417,872
Transit Capital Assistance	\$43,582,583	\$43,582,583	\$0	7	\$34,177,790	6	\$236,234,128	6	\$26,234,128	0	\$0	31	0	5,435	\$568,603
<b>Total</b>	<b>\$199,936,067</b>	<b>\$199,336,056</b>	<b>\$21,861,562</b>	<b>35</b>	<b>\$162,509,574</b>	<b>34</b>	<b>\$364,565,912</b>	<b>27</b>	<b>\$133,420,997</b>	<b>0</b>	<b>\$0</b>	<b>429</b>	<b>143</b>	<b>99,169</b>	<b>\$4,635,412</b>
<b>Idaho</b>															
Clean Water State Revolving Fund	\$19,239,066	\$19,239,100	\$1,715,364	8	\$19,239,100	8	\$19,239,100	5	\$12,860,644	0	\$0	80	270	60,708	\$477,140
Highway Infrastructure Investment	\$178,878,631	\$177,600,309	\$46,338,816	74	\$177,442,781	37	\$140,679,365	37	\$140,679,365	0	\$0	1,476	198	290,136	\$8,693,687
Transit Capital Assistance	\$21,454,297	\$21,454,297	\$2,191,436	47	\$13,451,201	46	\$11,200,999	41	\$10,041,710	15	\$339,013	114	9	21,392	\$808,397
<b>Total</b>	<b>\$219,571,994</b>	<b>\$218,293,706</b>	<b>\$50,245,616</b>	<b>129</b>	<b>\$210,133,082</b>	<b>91</b>	<b>\$171,119,464</b>	<b>83</b>	<b>\$163,581,719</b>	<b>15</b>	<b>\$339,013</b>	<b>1,670</b>	<b>477</b>	<b>372,236</b>	<b>\$9,979,224</b>

\*Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours).

Year One of Implementation Includes Information from February 17, 2009, through February 28, 2010.

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<b>Illinois</b>															
Clean Water State Revolving Fund	\$177,243,066	\$177,243,100	\$29,777,439	69	\$177,243,100	69	\$177,243,100	62	\$158,679,712	0	\$0	616	0	106,808	\$6,520,495
Fixed Guideway	\$95,534,850	\$92,265,050	\$36,095,292	9	\$95,534,850	9	\$95,534,850	7	\$59,659,245	3	\$32,580,000	3,886	19	676,977	\$31,817,032
Highway Infrastructure Investment	\$935,592,704	\$933,115,278	\$433,326,797	856	\$879,135,818	694	\$801,548,407	433	\$628,528,914	216	\$253,788,680	9,589	292	1,712,706	\$64,101,243
Transit Capital Assistance	\$365,690,769	\$358,708,088	\$182,644,912	74	\$343,850,293	63	\$340,956,242	47	\$328,380,228	14	\$109,128,015	10,658	198	1,881,781	\$95,771,646
<b>Total</b>	<b>\$1,574,061,389</b>	<b>\$1,561,331,516</b>	<b>\$681,844,440</b>	<b>1,008</b>	<b>\$1,495,764,061</b>	<b>835</b>	<b>\$1,415,282,599</b>	<b>549</b>	<b>\$1,175,248,099</b>	<b>233</b>	<b>\$395,496,695</b>	<b>24,749</b>	<b>509</b>	<b>4,378,272</b>	<b>\$198,210,416</b>
<b>Indiana</b>															
Clean Water State Revolving Fund	\$94,447,485	\$94,447,500	\$40,792,068	43	\$94,447,500	43	\$94,447,500	43	\$94,447,500	3	\$1,389,500	381	79	79,687	\$1,145,780
Fixed Guideway	\$6,412,487	\$6,412,487	\$623,123	1	\$6,412,487	1	\$6,412,487	1	\$6,412,487	0	\$0	57	15	12,458	\$1,024,192
Highway Infrastructure Investment	\$657,967,707	\$634,456,646	\$385,759,599	1,072	\$634,456,646	1,072	\$634,456,646	968	\$603,798,115	295	\$163,891,476	4,784	318	884,286	\$26,948,273
Transit Capital Assistance	\$72,630,417	\$70,719,655	\$23,439,500	57	\$57,437,963	56	\$57,126,063	55	\$57,076,591	28	\$16,583,099	1,654	unavailable	237,630	\$5,365,562
<b>Total</b>	<b>\$831,458,096</b>	<b>\$806,036,288</b>	<b>\$450,614,290</b>	<b>1,173</b>	<b>\$792,754,596</b>	<b>1,172</b>	<b>\$792,442,696</b>	<b>1,067</b>	<b>\$761,734,693</b>	<b>326</b>	<b>\$181,864,075</b>	<b>6,876</b>	<b>412</b>	<b>1,214,061</b>	<b>\$34,483,807</b>
<b>Iowa</b>															
Clean Water State Revolving Fund	\$53,040,042	\$53,040,000	\$7,168,887	47	\$53,040,000	47	\$53,040,000	43	\$47,063,000	0	\$0	2	352	61,360	\$1,284,878
Highway Infrastructure Investment	\$357,623,007	\$357,623,007	\$218,271,340	241	\$352,207,782	241	\$352,207,782	241	\$352,207,782	68	\$64,394,695	6,809	34	1,186,251	\$30,889,504
Transit Capital Assistance	\$35,640,339	\$27,234,369	\$11,298,589	95	\$31,849,264	95	\$29,839,626	66	\$17,134,841	22	\$4,583,990	215	146	62,582	unavailable
<b>Total</b>	<b>\$446,303,388</b>	<b>\$437,897,376</b>	<b>\$236,738,816</b>	<b>383</b>	<b>\$437,097,046</b>	<b>383</b>	<b>\$435,087,408</b>	<b>350</b>	<b>\$416,405,623</b>	<b>90</b>	<b>\$68,978,685</b>	<b>7,026</b>	<b>532</b>	<b>1,310,193</b>	<b>\$32,174,382</b>
<b>Kansas</b>															
Clean Water State Revolving Fund	\$35,374,185	\$35,374,200	\$4,984,559	22	\$35,374,200	22	\$35,374,200	17	\$31,379,508	1	\$70,500	3	184	32,276	\$777,069
Highway Infrastructure Investment	\$347,817,167	\$346,659,483	\$59,380,287	145	\$346,659,483	124	\$272,616,702	73	\$248,111,294	12	\$3,621,490	1,981	476	425,877	\$10,506,713
Transit Capital Assistance	\$25,203,158	\$25,203,158	\$6,273,247	24	\$16,985,451	21	\$16,097,933	22	\$18,139,319	11	\$2,167,729	154	19	30,082	\$684,247
<b>Total</b>	<b>\$408,394,510</b>	<b>\$407,236,841</b>	<b>\$70,638,093</b>	<b>191</b>	<b>\$399,019,134</b>	<b>167</b>	<b>\$324,088,835</b>	<b>112</b>	<b>\$297,630,121</b>	<b>24</b>	<b>\$5,859,719</b>	<b>2,138</b>	<b>679</b>	<b>488,235</b>	<b>\$11,968,029</b>
<b>Kentucky</b>															
Clean Water State Revolving Fund	\$49,878,081	\$49,878,100	\$2,871,253	44	\$47,882,976	44	\$47,882,976	39	\$41,019,601	0	\$0	310	59	63,944	\$2,112,149
Highway Infrastructure Investment	\$420,854,991	\$420,347,654	\$140,669,019	106	\$417,527,409	97	\$411,781,808	47	\$391,136,601	3	\$13,790,659	3,947	528	775,695	\$22,566,698
Transit Capital Assistance	\$49,850,323	\$46,839,977	\$27,524,552	134	\$43,025,809	132	\$40,088,463	132	\$36,690,463	88	\$16,261,288	497	344	145,892	\$4,299,029
<b>Total</b>	<b>\$520,583,395</b>	<b>\$517,065,731</b>	<b>\$171,064,824</b>	<b>284</b>	<b>\$508,436,194</b>	<b>273</b>	<b>\$499,753,247</b>	<b>218</b>	<b>\$468,846,665</b>	<b>91</b>	<b>\$30,051,947</b>	<b>4,754</b>	<b>931</b>	<b>985,531</b>	<b>\$28,977,876</b>
<b>Louisiana</b>															
Clean Water State Revolving Fund	\$43,081,434	\$43,081,400	\$6,683,817	53	\$43,081,400	53	\$43,081,400	25	\$23,879,076	0	\$0	35	182	37,528	\$194,374
Fixed Guideway	\$2,425,300	\$2,425,300	\$2,425,300	2	\$2,425,300	2	\$80,000	2	\$80,000	2	\$80,000	15	0	2,640	\$64,885
Highway Infrastructure Investment	\$429,859,427	\$429,859,427	\$32,067,295	99	\$383,915,837	54	\$338,379,354	51	\$327,206,487	3	\$1,985,115	1,537	622	374,214	\$8,859,459
Transit Capital Assistance	\$50,446,673	\$39,546,799	\$15,715,583	131	\$31,031,673	134	\$26,904,433	131	\$23,266,444	67	\$12,184,326	3,273	0	567,366	\$7,635,596
<b>Total</b>	<b>\$525,812,834</b>	<b>\$514,912,926</b>	<b>\$56,891,995</b>	<b>285</b>	<b>\$460,454,210</b>	<b>243</b>	<b>\$408,445,187</b>	<b>209</b>	<b>\$374,432,007</b>	<b>72</b>	<b>\$14,249,441</b>	<b>4,860</b>	<b>804</b>	<b>981,748</b>	<b>\$16,754,314</b>
<b>Maine</b>															
Clean Water State Revolving Fund	\$30,336,768	\$29,123,328	\$0	39	\$29,123,328	39	\$29,123,328	38	\$27,936,334	17	\$8,446,856	763	75	145,224	\$3,839,954
Highway Infrastructure Investment	\$130,752,032	\$130,752,032	\$92,059,992	72	\$130,752,032	72	\$130,752,032	72	\$130,752,032	42	\$57,544,408	3,284	35	575,275	\$14,042,650
Transit Capital Assistance	\$13,266,105	\$13,266,105	\$781,584	5	\$13,266,105	4	\$10,943,440	4	\$10,943,440	1	\$781,584	39	0	6,676	\$116,723
<b>Total</b>	<b>\$174,354,905</b>	<b>\$173,141,465</b>	<b>\$92,841,576</b>	<b>116</b>	<b>\$173,141,465</b>	<b>115</b>	<b>\$170,818,800</b>	<b>114</b>	<b>\$169,631,806</b>	<b>60</b>	<b>\$66,772,848</b>	<b>4,086</b>	<b>110</b>	<b>727,175</b>	<b>\$17,999,327</b>
<b>Maryland</b>															
Clean Water State Revolving Fund	\$94,784,580	\$94,784,600	\$10,127,581	67	\$92,784,600	67	\$92,784,600	67	\$92,784,600	4	\$1,211,100	62	224	49,508	\$534,207
Fixed Guideway	\$15,176,485	\$15,176,485	\$1,009,284	6	\$15,176,485	4	\$9,377,914	3	\$6,377,914	1	\$400,000	49	4	9,144	\$392,917
Highway Infrastructure Investment	\$431,034,777	\$413,934,777	\$124,683,691	153	\$402,060,873	128	\$351,982,063	117	\$332,489,879	16	\$32,684,349	3,752	293	701,178	\$14,338,419
Transit Capital Assistance	\$136,550,987	\$136,550,987	\$29,593,443	78	\$129,007,380	58	\$85,881,996	36	\$61,813,291	15	\$15,778,326	787	61	147,050	\$4,733,093
<b>Total</b>	<b>\$677,546,829</b>	<b>\$660,446,849</b>	<b>\$165,413,999</b>	<b>304</b>	<b>\$639,029,338</b>	<b>257</b>	<b>\$540,026,573</b>	<b>223</b>	<b>\$493,465,684</b>	<b>36</b>	<b>\$50,073,775</b>	<b>4,650</b>	<b>582</b>	<b>906,880</b>	<b>\$19,998,636</b>

\*Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year One of Implementation Includes Information from February 17, 2009, through February 28, 2010.

	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlaid	Projects Put Out to Bid	Recovery Act Funds Associated with Projects Put Out to Bid	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Projects in Which Work Has Begun	Recovery Act Funds Associated with Projects in Which Work Has Begun	Completed Projects	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation*	Direct Jobs Created or Sustained during March 2010	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
<b>Massachusetts</b>															
Clean Water State Revolving Fund	\$133,057,188	\$133,057,300	\$28,132,359	61	\$127,735,008	61	\$127,735,008	61	\$127,735,008	0	\$0	122	263	66,742	\$4,612,620
Fixed Guideway	\$51,513,648	\$51,513,648	\$2,773,122	38	\$29,993,668	37	\$29,916,668	37	\$29,916,668	1	\$174,768	119	56	30,237	\$1,077,798
Highway Infrastructure Investment	\$425,065,255	\$378,205,755	\$50,308,567	84	\$378,205,755	84	\$378,205,755	84	\$378,205,755	1	\$2,406,702	1,034	119	199,943	\$7,985,634
Transit Capital Assistance	\$248,656,763	\$242,919,326	\$46,692,692	187	\$104,402,912	158	\$92,476,279	151	\$78,893,008	49	\$14,909,739	508	1,787	397,821	\$18,018,242
<b>Total</b>	<b>\$858,292,854</b>	<b>\$805,696,029</b>	<b>\$127,906,740</b>	<b>370</b>	<b>\$640,337,343</b>	<b>340</b>	<b>\$628,333,710</b>	<b>333</b>	<b>\$614,750,439</b>	<b>51</b>	<b>\$17,491,209</b>	<b>1,783</b>	<b>2,225</b>	<b>694,743</b>	<b>\$31,694,294</b>
<b>Michigan</b>															
Clean Water State Revolving Fund	\$168,508,989	\$168,509,000	\$71,088,961	67	\$168,509,000	67	\$168,509,000	67	\$168,509,000	3	\$419,000	1,788	1,512	572,031	\$20,934,139
Highway Infrastructure Investment	\$847,204,834	\$843,892,990	\$236,395,775	696	\$825,499,173	551	\$745,272,477	328	\$598,734,396	225	\$131,788,859	5,940	16	1,032,235	\$31,043,651
Transit Capital Assistance	\$135,527,367	\$473,527,227	\$30,482,378	216	\$88,834,412	215	\$68,097,454	163	\$57,067,669	45	\$13,562,170	3,448	280	646,113	\$16,207,154
<b>Total</b>	<b>\$1,151,241,190</b>	<b>\$1,485,929,217</b>	<b>\$337,967,114</b>	<b>979</b>	<b>\$1,082,842,585</b>	<b>833</b>	<b>\$981,878,931</b>	<b>558</b>	<b>\$824,311,065</b>	<b>273</b>	<b>\$143,770,029</b>	<b>11,176</b>	<b>1,808</b>	<b>2,250,379</b>	<b>\$68,184,944</b>
<b>Minnesota</b>															
Clean Water State Revolving Fund	\$82,564,014	\$82,564,000	\$53,993,784	25	\$79,682,760	25	\$79,682,760	25	\$79,682,760	2	\$1,091,365	967	59	177,913	\$6,996,512
Fixed Guideway	\$1,851,573	\$1,851,573	\$0	1	\$1,820,700	1	\$1,820,700	1	\$1,820,700	0	\$0	0	0	0	\$0
Highway Infrastructure Investment	\$502,284,177	\$502,213,483	\$240,579,868	213	\$469,852,597	194	\$447,236,613	188	\$430,133,359	73	\$138,505,472	6,220	394	1,146,434	\$38,196,672
Transit Capital Assistance	\$93,341,542	\$93,341,542	\$27,461,612	86	\$66,552,714	85	\$66,488,658	82	\$66,443,034	63	\$27,282,811	2,535	18	442,468	\$18,480,684
<b>Total</b>	<b>\$680,041,306</b>	<b>\$679,970,598</b>	<b>\$322,035,264</b>	<b>325</b>	<b>\$617,908,771</b>	<b>305</b>	<b>\$595,228,731</b>	<b>296</b>	<b>\$590,079,853</b>	<b>138</b>	<b>\$166,879,648</b>	<b>9,722</b>	<b>471</b>	<b>1,766,815</b>	<b>\$63,673,868</b>
<b>Mississippi</b>															
Clean Water State Revolving Fund	\$35,308,350	\$35,308,300	\$3,865,098	16	\$33,895,968	16	\$33,895,968	16	\$33,895,968	0	\$0	15	100	19,993	unavailable
Highway Infrastructure Investment	\$354,564,343	\$353,771,397	\$157,507,966	163	\$350,607,983	155	\$330,290,409	98	\$293,319,507	31	\$43,546,220	498	6,056	1,136,128	\$17,261,979
Transit Capital Assistance	\$20,552,566	\$15,891,060	\$1,557,358	7	\$353,026	6	\$279,406	7	\$783,679	5	\$29,406	149	27	30,553	\$368,486
<b>Total</b>	<b>\$410,425,259</b>	<b>\$404,970,757</b>	<b>\$162,930,422</b>	<b>186</b>	<b>\$384,856,977</b>	<b>177</b>	<b>\$364,465,783</b>	<b>121</b>	<b>\$327,999,154</b>	<b>36</b>	<b>\$43,575,626</b>	<b>662</b>	<b>6,183</b>	<b>1,186,674</b>	<b>\$17,630,465</b>
<b>Missouri</b>															
Clean Water State Revolving Fund	\$108,641,808	\$108,641,800	\$12,415,293	44	\$104,955,560	44	\$104,955,560	44	\$104,955,560	0	\$0	104	114	37,865	\$1,633,013
Fixed Guideway	\$1,289,449	\$1,289,449	\$111,550	1	\$1,165,999	1	\$1,165,999	1	\$1,165,999	0	\$0	10	0	1,748	\$96,034
Highway Infrastructure Investment	\$637,121,984	\$637,121,984	\$189,206,282	319	\$627,973,489	285	\$594,294,690	274	\$548,379,517	123	\$114,846,064	3,863	433	744,799	\$25,962,827
Transit Capital Assistance	\$92,797,163	\$92,797,163	\$21,444,420	50	\$38,191,658	46	\$37,136,270	43	\$32,479,434	24	\$16,958,444	146	17	28,280	\$1,156,079
<b>Total</b>	<b>\$839,850,404</b>	<b>\$839,850,396</b>	<b>\$223,177,545</b>	<b>414</b>	<b>\$772,286,706</b>	<b>376</b>	<b>\$737,552,519</b>	<b>362</b>	<b>\$686,980,510</b>	<b>147</b>	<b>\$131,804,508</b>	<b>4,123</b>	<b>564</b>	<b>812,692</b>	<b>\$28,847,953</b>
<b>Montana</b>															
Clean Water State Revolving Fund	\$19,239,066	\$19,239,100	\$12,502,231	31	\$18,469,536	31	\$18,469,536	31	\$18,469,536	12	\$7,044,800	745	44	136,675	\$4,205,154
Highway Infrastructure Investment	\$211,793,391	\$208,484,539	\$66,430,684	84	\$208,484,539	79	\$198,092,237	72	\$182,301,825	28	\$18,039,507	2,436	323	478,344	\$13,084,125
Transit Capital Assistance	\$15,611,710	\$15,611,710	\$1,864,288	25	\$12,985,158	23	\$11,811,270	16	\$9,459,429	6	\$1,602,941	13	47	10,311	\$210,059
<b>Total</b>	<b>\$246,644,167</b>	<b>\$243,335,349</b>	<b>\$80,797,203</b>	<b>140</b>	<b>\$239,939,233</b>	<b>133</b>	<b>\$228,373,043</b>	<b>119</b>	<b>\$210,230,790</b>	<b>46</b>	<b>\$26,687,248</b>	<b>3,194</b>	<b>414</b>	<b>625,330</b>	<b>\$17,499,338</b>
<b>Nebraska</b>															
Clean Water State Revolving Fund	\$20,045,025	\$20,045,000	\$8,954,510	16	\$20,045,000	16	\$20,045,000	15	\$17,114,500	1	\$150,000	306	24	57,187	\$1,236,411
Highway Infrastructure Investment	\$231,739,279	\$229,763,012	\$84,017,411	121	\$229,763,012	106	\$199,838,428	88	\$194,210,149	12	\$28,008,889	2,835	78	504,872	\$9,213,324
Transit Capital Assistance	\$23,488,593	\$22,898,494	\$3,828,527	21	\$12,658,482	30	\$13,515,431	22	\$10,909,383	11	\$695,965	43	8	8,896	\$187,812
<b>Total</b>	<b>\$275,272,897</b>	<b>\$272,706,506</b>	<b>\$96,800,448</b>	<b>158</b>	<b>\$262,466,494</b>	<b>152</b>	<b>\$233,398,859</b>	<b>125</b>	<b>\$222,234,032</b>	<b>24</b>	<b>\$28,854,854</b>	<b>3,184</b>	<b>110</b>	<b>570,955</b>	<b>\$10,637,547</b>
<b>Nevada</b>															
Clean Water State Revolving Fund	\$19,239,066	\$19,222,555	\$1,990,528	13	\$19,222,555	13	\$19,222,555	5	\$5,274,261	2	\$949,152	73	16	15,416	unavailable
Highway Infrastructure Investment	\$201,352,460	\$201,352,460	\$32,950,499	49	\$189,911,577	33	\$104,174,229	24	\$90,897,848	3	\$5,230,866	1,235	122	235,213	\$8,104,949
Transit Capital Assistance	\$49,463,770	\$49,463,770	\$11,154,089	28	\$47,744,362	28	\$47,744,362	28	\$47,744,362	13	\$2,428,366	706	151	148,591	\$7,400,874
<b>Total</b>	<b>\$270,055,296</b>	<b>\$270,038,785</b>	<b>\$46,095,116</b>	<b>90</b>	<b>\$256,878,494</b>	<b>74</b>	<b>\$171,141,146</b>	<b>57</b>	<b>\$143,916,471</b>	<b>18</b>	<b>\$8,608,384</b>	<b>2,014</b>	<b>289</b>	<b>399,220</b>	<b>\$15,505,823</b>

\*Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year One of Implementation Includes Information from February 17, 2009, through February 28, 2010.

	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlayed	Projects Put Out to Bid	Recovery Act Funds Associated with Projects Put Out to Bid	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Projects in Which Work Has Begun	Recovery Act Funds Associated with Projects in Which Work Has Begun	Completed Projects	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation*	Direct Jobs Created or Sustained during March 2010	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
<b>New Hampshire</b>															
Clean Water State Revolving Fund	\$39,163,905	\$37,597,344	\$194,173,924	48	\$37,597,344	48	\$37,597,344	48	\$37,597,344	4	\$514,500	234	91	56,278	\$1,759,885
Highway Infrastructure Investment	\$129,440,556	\$129,440,556	\$54,569,261	34	\$129,440,556	33	\$125,104,414	30	\$124,167,723	9	\$25,218,324	1,667	81	302,962	\$7,503,267
Transit Capital Assistance	\$16,813,086	\$16,813,086	\$5,288,986	58	\$13,266,167	51	\$11,450,245	48	\$9,857,033	35	\$3,578,138	164	unavailable	25,996	\$357,268
<b>Total</b>	<b>\$185,417,547</b>	<b>\$183,850,986</b>	<b>\$254,032,171</b>	<b>140</b>	<b>\$180,304,067</b>	<b>132</b>	<b>\$174,152,003</b>	<b>126</b>	<b>\$171,622,100</b>	<b>48</b>	<b>\$29,310,962</b>	<b>2,065</b>	<b>172</b>	<b>385,236</b>	<b>\$9,620,420</b>
<b>New Jersey</b>															
Clean Water State Revolving Fund	\$160,146,855	\$160,146,900	\$16,543,459	44	\$160,146,900	44	\$160,146,900	29	\$103,952,716	0	\$0	85	96	31,452	\$1,105,785
Fixed Guideway	\$71,580,362	\$71,580,362	\$62,677,475	2	\$22,276,571	2	\$22,276,571	3	\$58,580,571	0	\$0	3,695	104	658,547	\$16,752,830
Highway Infrastructure Investment	\$651,774,480	\$651,774,480	\$161,911,692	115	\$551,678,977	75	\$488,627,273	56	\$469,110,537	5	\$10,231,635	3,216	591	659,831	\$28,263,165
Transit Capital Assistance	\$361,789,801	\$361,789,801	\$111,838,684	13	\$296,187,313	12	\$281,187,313	14	\$346,539,313	1	\$5,661,000	4,570	1,721	1,090,369	\$27,673,577
<b>Total</b>	<b>\$1,245,291,498</b>	<b>\$1,245,291,543</b>	<b>\$352,971,310</b>	<b>174</b>	<b>\$1,030,289,761</b>	<b>133</b>	<b>\$952,238,057</b>	<b>102</b>	<b>\$978,183,137</b>	<b>6</b>	<b>\$15,892,635</b>	<b>11,566</b>	<b>2,512</b>	<b>2,440,199</b>	<b>\$73,795,357</b>
<b>New Mexico</b>															
Clean Water State Revolving Fund	\$23,789,066	\$23,789,100	\$2,607,730	17	\$23,019,536	17	\$23,019,536	12	\$12,269,378	0	\$0	0	111	19,230	unavailable
Highway Infrastructure Investment	\$252,644,377	\$252,644,377	\$67,181,068	80	\$240,244,716	58	\$212,563,681	49	\$197,959,966	0	\$0	356	90	77,415	\$1,479,713
Transit Capital Assistance	\$27,518,452	\$27,518,452	\$7,000,593	35	\$27,293,452	35	\$19,659,595	34	\$18,553,519	0	\$0	46	14	10,462	\$281,597
<b>Total</b>	<b>\$303,951,895</b>	<b>\$303,951,929</b>	<b>\$76,789,391</b>	<b>132</b>	<b>\$290,557,704</b>	<b>110</b>	<b>\$255,242,812</b>	<b>95</b>	<b>\$228,782,863</b>	<b>0</b>	<b>\$0</b>	<b>402</b>	<b>215</b>	<b>107,107</b>	<b>\$1,761,310</b>
<b>New York</b>															
Clean Water State Revolving Fund	\$432,563,967	\$432,564,200	\$39,761,262	80	\$420,668,684	80	\$420,668,684	72	\$412,352,362	2	\$1,283,031	734	293	177,933	\$8,358,575
Fixed Guideway	\$254,817,807	\$254,817,807	\$8,207,919	16	\$254,817,807	16	\$242,500,152	16	\$242,461,090	3	\$99,050	409	194	104,409	\$5,793,258
Highway Infrastructure Investment	\$945,218,723	\$1,120,684,723	\$225,442,321	417	\$917,590,774	366	\$781,338,382	332	\$735,284,753	84	\$74,511,228	6,807	344	1,239,483	\$42,820,903
Transit Capital Assistance	\$1,204,762,955	\$1,042,531,163	\$69,303,546	95	\$975,170,013	91	\$946,051,659	79	\$931,522,795	24	\$15,293,396	1,850	617	427,609	\$20,372,036
<b>Total</b>	<b>\$2,837,363,452</b>	<b>\$2,850,597,893</b>	<b>\$342,715,048</b>	<b>608</b>	<b>\$2,568,247,278</b>	<b>553</b>	<b>\$2,390,558,878</b>	<b>499</b>	<b>\$2,321,621,000</b>	<b>113</b>	<b>\$91,186,705</b>	<b>9,800</b>	<b>1,448</b>	<b>1,949,434</b>	<b>\$77,344,772</b>
<b>North Carolina</b>															
Clean Water State Revolving Fund	\$70,729,065	\$70,729,100	\$16,899,180	56	\$67,899,936	56	\$67,899,936	54	\$67,411,176	5	\$1,910,990	957	0	165,904	\$2,494,852
Highway Infrastructure Investment	\$730,592,684	\$730,409,684	\$202,025,224	372	\$629,825,292	366	\$626,331,542	337	\$594,210,566	31	\$36,039,053	8,516	1,230	1,689,441	\$28,895,395
Transit Capital Assistance	\$94,063,199	\$79,345,806	\$6,626,508	79	\$38,356,604	105	\$42,183,947	99	\$29,156,170	13	\$3,760,561	809	106	158,604	\$3,101,811
<b>Total</b>	<b>\$895,384,948</b>	<b>\$880,484,590</b>	<b>\$225,550,912</b>	<b>507</b>	<b>\$736,081,832</b>	<b>527</b>	<b>\$736,415,425</b>	<b>490</b>	<b>\$690,777,912</b>	<b>49</b>	<b>\$41,710,604</b>	<b>10,282</b>	<b>1,336</b>	<b>2,013,949</b>	<b>\$34,492,058</b>
<b>North Dakota</b>															
Clean Water State Revolving Fund	\$16,639,066	\$16,639,100	\$7,567,094	18	\$15,869,536	18	\$15,869,536	18	\$15,869,536	3	\$1,035,178	263	16	48,344	\$354,112
Highway Infrastructure Investment	\$170,126,497	\$170,126,497	\$75,797,343	163	\$164,507,563	156	\$154,472,810	88	\$87,078,588	53	\$47,762,614	2,355	17	411,131	\$9,889,288
Transit Capital Assistance	\$10,997,089	\$10,997,089	\$873,561	13	\$5,981,794	12	\$5,981,794	11	\$4,904,596	4	\$347,026	2	0	336	\$23,327
<b>Total</b>	<b>\$197,762,652</b>	<b>\$197,762,686</b>	<b>\$84,237,998</b>	<b>194</b>	<b>\$186,358,893</b>	<b>186</b>	<b>\$176,324,140</b>	<b>117</b>	<b>\$107,852,720</b>	<b>60</b>	<b>\$49,144,818</b>	<b>2,620</b>	<b>33</b>	<b>459,811</b>	<b>\$10,266,727</b>
<b>Northern Marianas</b>															
Clean Water State Revolving Fund	\$3,280,700	\$78,490	\$78,490	2	\$2,930,700	1	\$1,829,000	1	\$1,829,000	0	\$0	7	0	1,170	unavailable
Highway Infrastructure Investment	\$4,500,000	\$4,500,000	\$19,350	1	\$4,500,000	1	\$4,500,000	1	\$4,500,000	0	\$0	1	0	241	\$5,012
Transit Capital Assistance	\$1,114,292	\$0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	0	0	\$0
<b>Total</b>	<b>\$8,894,992</b>	<b>\$4,578,490</b>	<b>\$97,840</b>	<b>3</b>	<b>\$7,430,700</b>	<b>2</b>	<b>\$6,329,000</b>	<b>2</b>	<b>\$6,329,000</b>	<b>0</b>	<b>\$0</b>	<b>8</b>	<b>0</b>	<b>1,411</b>	<b>\$5,012</b>
<b>Ohio</b>															
Clean Water State Revolving Fund	\$220,623,381	\$220,623,100	\$39,274,222	274	\$220,623,100	274	\$220,623,100	255	\$207,172,904	18	\$2,484,527	992	1,206	381,083	\$10,227,940
Fixed Guideway	\$11,182,724	\$11,182,724	\$0	7	\$9,843,813	7	\$9,719,394	7	\$9,719,394	1	\$393,688	242	40	48,944	\$1,312,611
Highway Infrastructure Investment	\$935,677,030	\$908,850,119	\$136,466,740	391	\$908,850,119	285	\$593,971,509	285	\$593,971,509	68	\$49,971,787	4,702	248	857,928	\$26,663,647
Transit Capital Assistance	\$164,619,892	\$150,120,554	\$51,239,415	293	\$135,726,142	288	\$114,473,866	228	\$104,777,715	128	\$41,383,632	3,312	276	621,909	\$10,298,337
<b>Total</b>	<b>\$1,332,103,027</b>	<b>\$1,290,776,497</b>	<b>\$226,980,377</b>	<b>965</b>	<b>\$1,275,043,174</b>	<b>854</b>	<b>\$938,787,869</b>	<b>775</b>	<b>\$915,641,522</b>	<b>215</b>	<b>\$94,233,634</b>	<b>9,248</b>	<b>1,770</b>	<b>1,909,864</b>	<b>\$48,502,535</b>
<b>Oklahoma</b>															
Clean Water State Revolving Fund	\$31,662,081	\$31,662,100	\$12,128,192	33	\$30,395,616	33	\$30,395,616	31	\$28,309,116	5	\$3,613,215	380	611	171,765	\$2,129,271
Highway Infrastructure Investment	\$464,655,225	\$464,655,225	\$263,531,206	240	\$437,960,729	227	\$430,467,961	190	\$415,179,292	78	\$99,439,869	8,655	751	1,630,429	\$28,722,244
Transit Capital Assistance	\$35,798,236	\$35,798,236	\$20,088,813	27	\$27,249,301	31	\$19,033,241	26	\$17,558,934	5	\$1,210,717	251	84	58,088	\$961,778
<b>Total</b>	<b>\$532,115,542</b>	<b>\$532,115,561</b>	<b>\$295,748,211</b>	<b>300</b>	<b>\$495,605,646</b>	<b>291</b>	<b>\$479,896,818</b>	<b>247</b>	<b>\$461,047,342</b>	<b>88</b>	<b>\$104,263,801</b>	<b>9,286</b>	<b>1,446</b>	<b>1,860,282</b>	<b>\$31,813,293</b>

\*Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year One of Implementation Includes Information from February 17, 2009, through February 28, 2010.

	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlaid	Projects Put Out to Bid	Recovery Act Funds Associated with Projects Put Out to Bid	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Projects in Which Work Has Begun	Recovery Act Funds Associated with Projects in Which Work Has Begun	Completed Projects	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation*	Direct Jobs Created or Sustained during March 2010	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
<b>Oregon</b>															
Clean Water State Revolving Fund	\$44,271,018	\$44,271,000	\$9,920,846	13	\$44,271,000	13	\$44,271,000	13	\$44,271,000	2	\$4,465,340	442	151	102,675	\$4,598,032
Fixed Guideway	\$1,125,728	\$1,125,728	\$1,125,728	0	\$0	0	\$0	1	\$1,125,728	1	\$1,125,728	121	0	20,887	\$1,125,728
Highway Infrastructure Investment	\$320,656,698	\$271,017,785	\$125,486,856	270	\$215,465,938	269	\$215,181,306	262	\$212,655,740	125	\$18,624,452	4,828	793	974,178	\$32,440,913
Transit Capital Assistance	\$133,564,544	\$133,564,544	\$51,745,335	45	\$105,203,605	46	\$104,237,639	49	\$117,958,016	23	\$26,474,006	2,282	623	503,555	\$23,837,881
<b>Total</b>	<b>\$499,617,988</b>	<b>\$449,979,057</b>	<b>\$188,278,765</b>	<b>328</b>	<b>\$364,940,543</b>	<b>328</b>	<b>\$363,689,945</b>	<b>325</b>	<b>\$376,010,484</b>	<b>151</b>	<b>\$50,689,526</b>	<b>7,673</b>	<b>1,567</b>	<b>1,601,295</b>	<b>\$62,002,554</b>
<b>Pennsylvania</b>															
Clean Water State Revolving Fund	\$176,912,274	\$176,905,304	\$46,537,392	87	\$176,905,304	87	\$176,905,304	83	\$175,255,860	6	\$1,428,517	1,527	1,712	561,493	\$14,900,630
Fixed Guideway	\$84,144,467	\$67,987,950	\$28,592,300	14	\$84,144,467	14	\$84,144,467	14	\$84,144,467	1	\$2,623,818	685	147	144,193	\$5,981,647
Highway Infrastructure Investment	\$1,026,429,012	\$1,023,160,282	\$286,996,997	336	\$1,023,160,282	335	\$1,023,160,282	332	\$1,023,160,282	96	\$128,705,764	9,317	936	1,777,207	\$52,673,280
Transit Capital Assistance	\$262,229,964	\$216,206,485	\$56,655,080	97	\$244,180,949	84	\$244,433,681	80	\$239,471,509	20	\$8,910,437	1,675	606	395,238	\$14,727,270
<b>Total</b>	<b>\$1,549,715,717</b>	<b>\$1,484,260,021</b>	<b>\$418,781,769</b>	<b>534</b>	<b>\$1,528,391,002</b>	<b>520</b>	<b>\$1,528,643,734</b>	<b>509</b>	<b>\$1,522,032,118</b>	<b>123</b>	<b>\$141,668,536</b>	<b>13,204</b>	<b>3,401</b>	<b>2,878,131</b>	<b>\$88,282,827</b>
<b>Puerto Rico</b>															
Clean Water State Revolving Fund	\$51,114,195	\$51,114,200	\$566,839	5	\$49,069,632	5	\$49,069,632	5	\$49,069,632	0	\$0	0	71	12,341	\$111,622
Highway Infrastructure Investment	\$105,000,000	\$109,363,094	\$7,926,891	22	\$109,363,094	18	\$88,011,930	15	\$75,256,154	0	\$0	495	115	105,659	\$1,396,261
Transit Capital Assistance	\$56,059,951	\$41,354,861	\$1,974,425	7	\$24,360,708	5	\$24,920,279	5	\$3,658,919	0	\$0	41	42	14,394	\$133,461
<b>Total</b>	<b>\$212,174,146</b>	<b>\$201,832,155</b>	<b>\$10,468,155</b>	<b>34</b>	<b>\$182,793,434</b>	<b>28</b>	<b>\$162,001,841</b>	<b>25</b>	<b>\$127,984,705</b>	<b>\$0</b>	<b>\$0</b>	<b>536</b>	<b>228</b>	<b>\$132,394</b>	<b>\$1,641,344</b>
<b>Rhode Island</b>															
Clean Water State Revolving Fund	\$26,314,596	\$26,314,600	\$2,920,624	16	\$26,314,600	16	\$26,314,600	11	\$23,025,800	2	\$404,755	82	17	17,192	\$724,677
Fixed Guideway	\$713,273	\$713,273	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	0	0	\$0
Highway Infrastructure Investment	\$137,095,725	\$137,445,725	\$53,024,066	59	\$134,039,570	46	\$101,038,866	45	\$100,277,833	20	\$34,135,770	2,063	0	357,518	\$10,036,438
Transit Capital Assistance	\$38,001,658	\$38,001,658	\$0	24	\$27,205,418	22	\$27,026,418	3	\$2,185,000	0	\$0	0	0	0	\$0
<b>Total</b>	<b>\$202,125,252</b>	<b>\$202,475,256</b>	<b>\$55,944,690</b>	<b>99</b>	<b>\$187,559,588</b>	<b>84</b>	<b>\$154,379,884</b>	<b>59</b>	<b>\$125,488,633</b>	<b>22</b>	<b>\$34,540,525</b>	<b>2,145</b>	<b>17</b>	<b>374,710</b>	<b>\$10,761,115</b>
<b>South Carolina</b>															
Clean Water State Revolving Fund	\$40,148,163	\$40,148,200	\$8,300,256	22	\$40,148,200	22	\$40,148,200	22	\$40,148,200	0	\$0	98	284	66,218	\$1,118,387
Highway Infrastructure Investment	\$463,081,483	\$463,077,678	\$106,185,976	173	\$453,654,621	157	\$453,654,621	103	\$309,907,688	30	\$37,734,430	3,315	488	659,132	\$12,828,911
Transit Capital Assistance	\$29,004,202	\$23,562,356	\$6,079,447	21	\$12,371,595	21	\$12,587,765	22	\$13,070,541	0	\$0	68	28	16,614	\$348,434
<b>Total</b>	<b>\$532,233,848</b>	<b>\$526,788,234</b>	<b>\$120,565,679</b>	<b>216</b>	<b>\$506,174,416</b>	<b>200</b>	<b>\$506,390,586</b>	<b>147</b>	<b>\$363,126,429</b>	<b>30</b>	<b>\$37,734,430</b>	<b>3,481</b>	<b>800</b>	<b>741,964</b>	<b>\$14,295,732</b>
<b>South Dakota</b>															
Clean Water State Revolving Fund	\$19,239,066	\$19,239,100	\$3,155,454	27	\$18,469,536	27	\$18,469,536	10	\$7,558,818	0	\$0	55	3	10,130	\$313,740
Highway Infrastructure Investment	\$186,877,359	\$186,284,543	\$78,408,575	51	\$186,284,543	49	\$177,465,710	46	\$175,270,683	7	\$28,006,384	2,042	31	359,333	\$7,681,943
Transit Capital Assistance	\$7,372,825	\$7,372,825	\$3,598,310	48	\$4,131,957	48	\$4,131,957	41	\$3,820,709	38	\$3,156,265	83	3	14,866	\$285,149
<b>Total</b>	<b>\$213,489,250</b>	<b>\$212,896,468</b>	<b>\$85,162,339</b>	<b>126</b>	<b>\$208,886,036</b>	<b>124</b>	<b>\$200,067,203</b>	<b>97</b>	<b>\$186,650,210</b>	<b>45</b>	<b>\$31,162,649</b>	<b>2,180</b>	<b>37</b>	<b>384,329</b>	<b>\$8,280,832</b>
<b>Tennessee</b>															
Clean Water State Revolving Fund	\$56,930,445	\$54,653,184	\$1,325,639	24	\$54,653,185	24	\$54,653,184	21	\$45,328,184	0	\$0	0	18	3,186	unavailable
Fixed Guideway	\$28,040	\$28,040	\$19,829	1	\$28,040	1	\$28,040	0	\$0	0	\$0	1	0	214	\$3,154
Highway Infrastructure Investment	\$572,201,043	\$572,201,043	\$249,270,796	329	\$545,596,746	260	\$505,610,877	256	\$500,216,407	136	\$142,420,707	9,940	1,482	1,979,922	\$34,774,480
Transit Capital Assistance	\$73,716,802	\$71,781,919	\$14,460,030	109	\$50,629,037	111	\$49,485,766	108	\$47,430,750	39	\$12,373,761	147	136	49,114	\$650,551
<b>Total</b>	<b>\$702,876,330</b>	<b>\$698,664,186</b>	<b>\$265,076,294</b>	<b>463</b>	<b>\$650,907,008</b>	<b>396</b>	<b>\$609,777,867</b>	<b>385</b>	<b>\$592,975,341</b>	<b>175</b>	<b>\$154,794,468</b>	<b>10,088</b>	<b>1,636</b>	<b>2,032,436</b>	<b>\$35,428,185</b>
<b>Texas</b>															
Clean Water State Revolving Fund	\$179,122,284	\$179,121,900	\$8,454,806	21	\$171,957,024	21	\$171,957,024	21	\$171,957,024	0	\$0	685	unavailable	98,911	\$2,798,047
Fixed Guideway	\$2,609,597	\$2,609,597	\$491,910	4	\$1,900,359	3	\$1,700,359	2	\$1,020,359	1	\$300,940	43	8	8,805	\$537,909
Highway Infrastructure Investment	\$2,250,015,146	\$2,209,730,641	\$433,628,511	589	\$2,118,233,797	543	\$1,747,861,262	480	\$1,349,415,956	128	\$122,994,619	16,493	2,771	3,339,140	\$72,695,498
Transit Capital Assistance	\$367,891,810	\$365,869,521	\$149,289,915	298	\$296,377,081	268	\$294,987,630	296	\$298,149,321	170	\$131,189,007	10,276	655	1,894,664	\$61,494,207
<b>Total</b>	<b>\$2,799,638,837</b>	<b>\$2,757,331,659</b>	<b>\$591,865,142</b>	<b>912</b>	<b>\$2,588,468,261</b>	<b>835</b>	<b>\$2,216,506,275</b>	<b>799</b>	<b>\$1,820,542,660</b>	<b>299</b>	<b>\$254,484,566</b>	<b>27,497</b>	<b>3,434</b>	<b>5,341,520</b>	<b>\$137,525,661</b>

\*Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours).

Year One of Implementation Includes Information from February 17, 2009, through February 28, 2010.

	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Recovery Act Funds Outlaid	Projects Put Out to Bid	Recovery Act Funds Associated with Projects Put Out to Bid	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Projects in Which Work Has Begun	Recovery Act Funds Associated with Projects in Which Work Has Begun	Completed Projects	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation*	Direct Jobs Created or Sustained during March 2010	Total Job Hours Created or Sustained	Total Payroll of Job Hours Created or Sustained
<b>Utah</b>															
Clean Water State Revolving Fund	\$20,650,014	\$19,823,904	\$1,784,651	12	\$19,823,904	12	\$19,823,904	12	\$17,823,904	0	\$0	10	288	51,675	\$1,659,995
Highway Infrastructure Investment	\$213,545,653	\$211,664,458	\$148,645,271	113	\$211,664,458	109	\$209,059,012	103	\$200,582,148	65	\$87,861,606	3,817	319	716,925	\$17,217,596
Transit Capital Assistance	\$55,586,841	\$55,113,782	\$32,247,611	14	\$53,768,366	15	\$54,025,766	12	\$53,259,355	3	\$15,274,162	1,588	39	281,999	\$6,864,260
<b>Total</b>	<b>\$289,782,508</b>	<b>\$286,602,144</b>	<b>\$182,677,533</b>	<b>139</b>	<b>\$285,256,728</b>	<b>136</b>	<b>\$282,908,682</b>	<b>127</b>	<b>\$271,665,407</b>	<b>68</b>	<b>\$103,135,768</b>	<b>5,415</b>	<b>646</b>	<b>1,050,599</b>	<b>\$25,741,851</b>
<b>Vermont</b>															
Clean Water State Revolving Fund	\$19,239,066	\$19,239,100	\$4,357,286	34	\$18,469,536	34	\$18,469,536	34	\$18,469,536	9	\$2,355,758	58	57	20,042	\$508,739
Highway Infrastructure Investment	\$125,791,291	\$125,791,291	\$61,525,361	66	\$124,181,653	65	\$123,935,673	49	\$110,539,513	20	\$45,552,728	2,031	17	354,982	\$8,565,484
Transit Capital Assistance	\$5,680,572	\$5,680,572	\$1,269,373	12	\$3,878,534	12	\$3,863,501	12	\$3,878,534	7	\$1,630,576	0	0	0	\$0
<b>Total</b>	<b>\$150,710,929</b>	<b>\$150,710,963</b>	<b>\$67,152,020</b>	<b>112</b>	<b>\$146,529,723</b>	<b>111</b>	<b>\$146,268,710</b>	<b>95</b>	<b>\$132,887,583</b>	<b>36</b>	<b>\$49,539,062</b>	<b>2,089</b>	<b>74</b>	<b>375,024</b>	<b>\$9,074,223</b>
<b>Virginia</b>															
Clean Water State Revolving Fund	\$80,203,266	\$80,203,300	\$12,586,452	35	\$77,720,311	35	\$77,720,311	35	\$77,720,311	0	\$0	59	318	65,451	\$856,372
Fixed Guideway	\$437,148	\$437,148	\$437,148	1	\$437,148	1	\$437,148	1	\$437,148	1	\$437,148	24	0	4,108	\$195,894
Highway Infrastructure Investment	\$694,460,823	\$693,749,336	\$52,956,884	105	\$693,110,823	47	\$345,434,951	38	\$258,989,390	11	\$43,819,320	1,521	124	285,077	\$5,918,384
Transit Capital Assistance	\$68,357,834	\$65,303,000	\$20,783,203	85	\$46,033,659	73	\$45,396,462	51	\$37,163,452	3	\$1,554,479	1,234	30	219,190	\$4,725,913
<b>Total</b>	<b>\$843,459,071</b>	<b>\$839,692,784</b>	<b>\$86,763,687</b>	<b>226</b>	<b>\$817,301,941</b>	<b>156</b>	<b>\$468,988,872</b>	<b>125</b>	<b>\$374,310,301</b>	<b>15</b>	<b>\$45,810,947</b>	<b>2,838</b>	<b>472</b>	<b>573,826</b>	<b>\$11,696,563</b>
<b>Virgin Islands</b>															
Clean Water State Revolving Fund	\$2,062,700	\$2,062,700	\$0	5	\$196,270	0	\$0	0	\$0	0	\$0	0	0	0	\$0
Highway Infrastructure Investment	\$18,000,000	\$10,729,584	\$450,561	3	\$10,729,584	3	\$10,729,584	3	\$10,729,584	0	\$0	27	0	4,734	\$67,419
Transit Capital Assistance	\$1,284,112	\$1,284,112	\$3,399	5	\$1,134,112	0	\$0	0	\$0	0	\$0	0	0	0	\$0
<b>Total</b>	<b>\$21,346,812</b>	<b>\$14,076,396</b>	<b>\$453,960</b>	<b>13</b>	<b>\$12,059,966</b>	<b>3</b>	<b>\$10,729,584</b>	<b>3</b>	<b>\$10,729,584</b>	<b>0</b>	<b>\$0</b>	<b>27</b>	<b>0</b>	<b>4,734</b>	<b>\$67,419</b>
<b>Washington</b>															
Clean Water State Revolving Fund	\$68,152,095	\$68,151,900	\$9,182,901	17	\$65,425,824	17	\$65,425,824	17	\$65,425,824	0	\$0	204	213	72,402	\$3,217,463
Fixed Guideway	\$6,699,276	\$6,699,276	\$2,265,061	5	\$2,682,623	5	\$2,682,623	5	\$2,682,623	3	\$2,228,667	133	3	23,556	\$540,765
Highway Infrastructure Investment	\$491,817,337	\$490,934,786	\$191,395,849	206	\$490,158,006	193	\$442,789,211	170	\$422,493,016	92	\$93,682,402	9,459	849	1,786,783	\$68,532,621
Transit Capital Assistance	\$168,908,628	\$168,908,536	\$73,523,376	80	\$126,906,297	73	\$120,718,742	78	\$121,403,194	38	\$68,347,590	5,950	60	1,041,665	\$33,721,539
<b>Total</b>	<b>\$735,577,336</b>	<b>\$734,694,498</b>	<b>\$276,367,187</b>	<b>308</b>	<b>\$685,172,750</b>	<b>288</b>	<b>\$631,616,400</b>	<b>270</b>	<b>\$612,004,657</b>	<b>133</b>	<b>\$164,258,659</b>	<b>15,746</b>	<b>1,125</b>	<b>2,924,407</b>	<b>\$106,012,387</b>
<b>West Virginia</b>															
Clean Water State Revolving Fund	\$61,092,108	\$61,092,100	\$18,709,429	39	\$61,092,100	39	\$61,092,100	39	\$61,092,100	0	\$0	951	25	169,248	\$8,142,099
Fixed Guideway	\$309,339	\$309,339	\$309,339	1	\$309,339	1	\$309,339	1	\$309,339	1	\$309,339	60	0	10,424	\$272,805
Highway Infrastructure Investment	\$210,852,204	\$202,709,484	\$81,284,864	145	\$202,709,484	119	\$188,205,212	110	\$176,973,912	56	\$58,620,000	1,991	114	364,748	\$10,023,773
Transit Capital Assistance	\$18,366,136	\$18,366,136	\$7,766,628	86	\$11,249,735	125	\$13,356,552	122	\$11,776,861	55	\$5,393,765	92	142	40,632	\$592,660
<b>Total</b>	<b>\$290,619,787</b>	<b>\$282,477,059</b>	<b>\$108,070,260</b>	<b>271</b>	<b>\$275,360,658</b>	<b>284</b>	<b>\$262,963,203</b>	<b>272</b>	<b>\$250,152,212</b>	<b>112</b>	<b>\$64,323,104</b>	<b>3,094</b>	<b>281</b>	<b>585,052</b>	<b>\$19,031,337</b>
<b>Wisconsin</b>															
Clean Water State Revolving Fund	\$105,948,315	\$105,948,300	\$56,030,938	53	\$103,748,300	53	\$103,748,300	50	\$100,033,768	1	\$74,677	438	280	124,585	\$3,721,547
Fixed Guideway	\$243,232	\$243,232	\$0	1	\$243,232	1	\$243,232	0	\$0	0	\$0	0	0	0	\$0
Highway Infrastructure Investment	\$529,111,915	\$526,919,663	\$205,306,380	410	\$526,919,663	355	\$487,310,656	230	\$380,897,979	182	\$105,228,354	5,596	189	1,002,775	\$27,380,641
Transit Capital Assistance	\$79,249,652	\$68,428,072	\$15,026,488	66	\$51,667,377	65	\$49,550,046	44	\$36,240,470	28	\$4,699,911	121	8	22,366	\$518,637
<b>Total</b>	<b>\$714,553,114</b>	<b>\$701,539,267</b>	<b>\$276,363,806</b>	<b>530</b>	<b>\$682,578,572</b>	<b>474</b>	<b>\$640,852,234</b>	<b>324</b>	<b>\$517,172,217</b>	<b>211</b>	<b>\$110,002,942</b>	<b>6,155</b>	<b>477</b>	<b>1,149,726</b>	<b>\$31,620,825</b>
<b>Wyoming</b>															
Clean Water State Revolving Fund	\$19,239,066	\$19,239,100	\$4,380,634	26	\$19,239,100	26	\$19,239,100	17	\$14,843,745	0	\$0	220	109	57,065	\$2,574,190
Highway Infrastructure Investment	\$157,616,058	\$157,616,058	\$89,932,656	65	\$157,616,058	65	\$157,616,058	64	\$156,316,058	18	\$36,484,334	2,858	98	512,493	\$11,338,825
Transit Capital Assistance	\$9,300,399	\$8,454,445	\$2,792,221	20	\$7,588,085	20	\$7,588,085	19	\$4,808,043	8	\$941,734	80	5	14,596	\$492,034
<b>Total</b>	<b>\$186,155,523</b>	<b>\$185,309,603</b>	<b>\$97,105,511</b>	<b>111</b>	<b>\$184,443,243</b>	<b>111</b>	<b>\$184,443,243</b>	<b>100</b>	<b>\$175,967,846</b>	<b>26</b>	<b>\$37,426,068</b>	<b>3,158</b>	<b>212</b>	<b>584,154</b>	<b>\$14,405,049</b>

\*Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year One of Implementation Includes Information from February 17, 2009, through February 28, 2010.