

# The 2012 U.S. Transportation Construction Industry Profile

November 2012



**JOBS • ECONOMIC OUTPUT • FEDERAL & STATE TAX REVENUES**

Photo Courtesy: UDOT

## **About the ARTBA Transportation Development Foundation**

This report was prepared for the American Road & Transportation Builders Association Transportation Development Foundation (ARTBA-TDF) by a team led by ARTBA Vice President of Policy & Chief Economist Dr. Alison Premo Black. Special thanks are extended to Sarah Crane and Lital Shair. The Foundation was established in 1985 as a 501(c)3 tax-exempt entity to support research, education and public awareness programs relating to transportation development in the United States.

The Foundation supports a wide array of programs and activities including: the National Work Zone Safety Information Clearinghouse; the Federal Highway Administration Local & Tribal Technical Assistance Program Clearinghouse; the Lanford Family Highway Worker Memorial Scholarship Program; the Transportation Builder Institute, which offers executive education and safety training; economic and research reports; the permanent transportation exhibition at the Smithsonian's National Museum of American History, and annual awards programs recognizing best practices, innovation, community service and environmental stewardship.

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# The 2012 U.S. Transportation Construction Industry Profile

## Foreword

This report examines how investments in the United States' transportation infrastructure stimulate business activity and government revenues throughout the nation.

We utilized the sophisticated "Regional Input-Output Modeling System" (RIMS II) and the Benchmark Input-Output Accounts developed by the U.S. Department of Commerce to track the complex money flows and interactions that occur between the nation's diverse business sectors. This, in tandem with data from the U.S. Census Bureau's "County Business Patterns" report and other public and private sources, allowed us to analyze and quantify the economic impacts of the U.S. transportation construction industry at both the national and state levels.

The results spotlight the unique and synergistic nature of transportation capital investments—how they trigger immediate economic activity that creates and sustains jobs and tax revenues, yet yield long-lived capital assets that facilitate economic activity for many decades to come by providing access to jobs, services, materials and markets.

This report provides:

- ❖ The transportation design and construction industry's very significant impacts on the U.S. and state economies and American quality of life; and
- ❖ The scope and economic utility of the nation's infrastructure network, and the challenges we face in maintaining and improving it to meet future demands.

## About the Author

This research was conducted for the ARTBA Transportation Development Foundation by a team led by Dr. Alison Premo Black, vice president of policy and chief economist for the American Road & Transportation Builders Association in Washington, D.C.

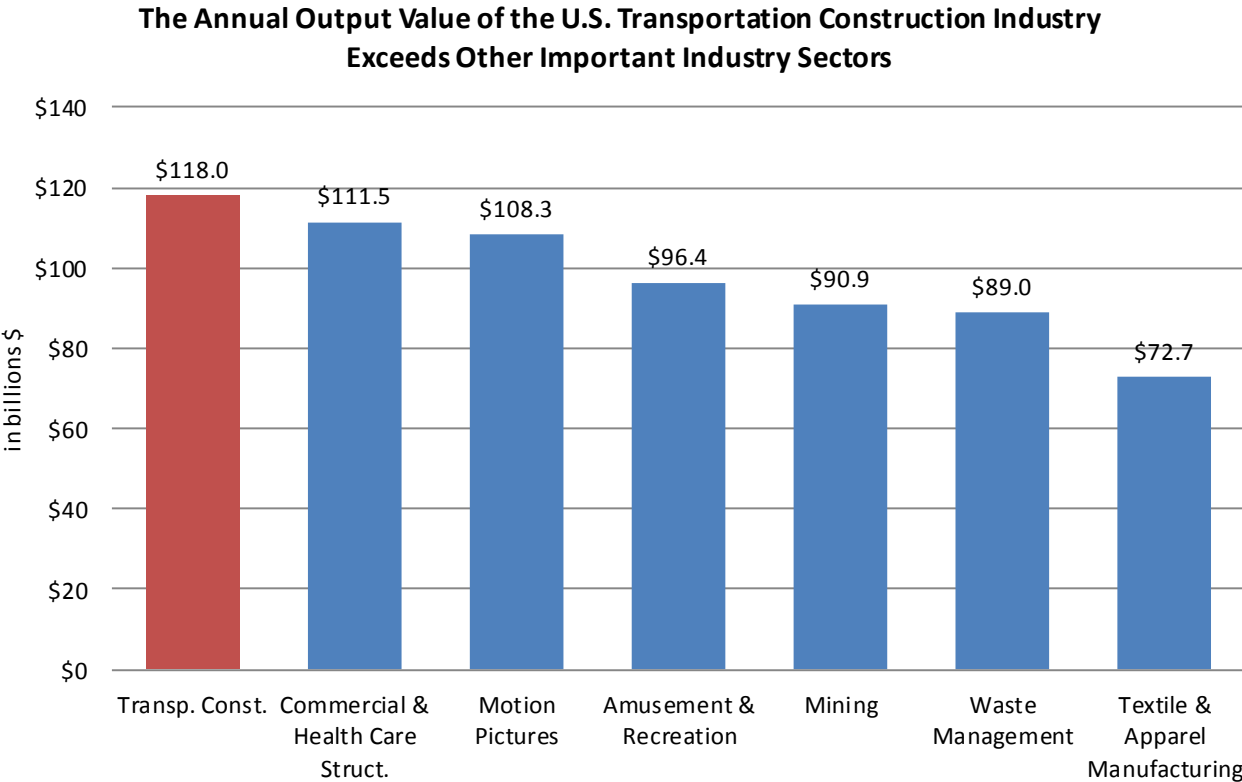
Dr. Black has a PhD in Economics from The George Washington University in Washington, D.C. She earned her M.A. in International Economics & Latin American Studies at the Johns Hopkins School of Advanced International Studies (SAIS) and is a magna cum laude graduate of Syracuse University with multiple majors.

Prior to joining ARTBA in 2000, she worked as analyst and researcher in the economic section of the Embassy of the Republic of Korea and as a researcher in the trade unit of the Organization of American States. Dr. Black is the primary author of numerous transportation market reports, impact studies, surveys and profiles, and has developed various econometric models for forecasting future transportation market activity. She is a frequent speaker before industry and business groups and regularly appears, as an industry expert, in print media and on television and radio.

# The U.S. Transportation Construction Industry's Economic Impacts

The firms and public agencies that design, build, maintain and manage the transportation infrastructure network in the United States—together with those who manufacture and produce the equipment, materials, supplies and services necessary for their work—comprise the U.S. transportation construction industry. Its impacts on the nation's economy are enormous:

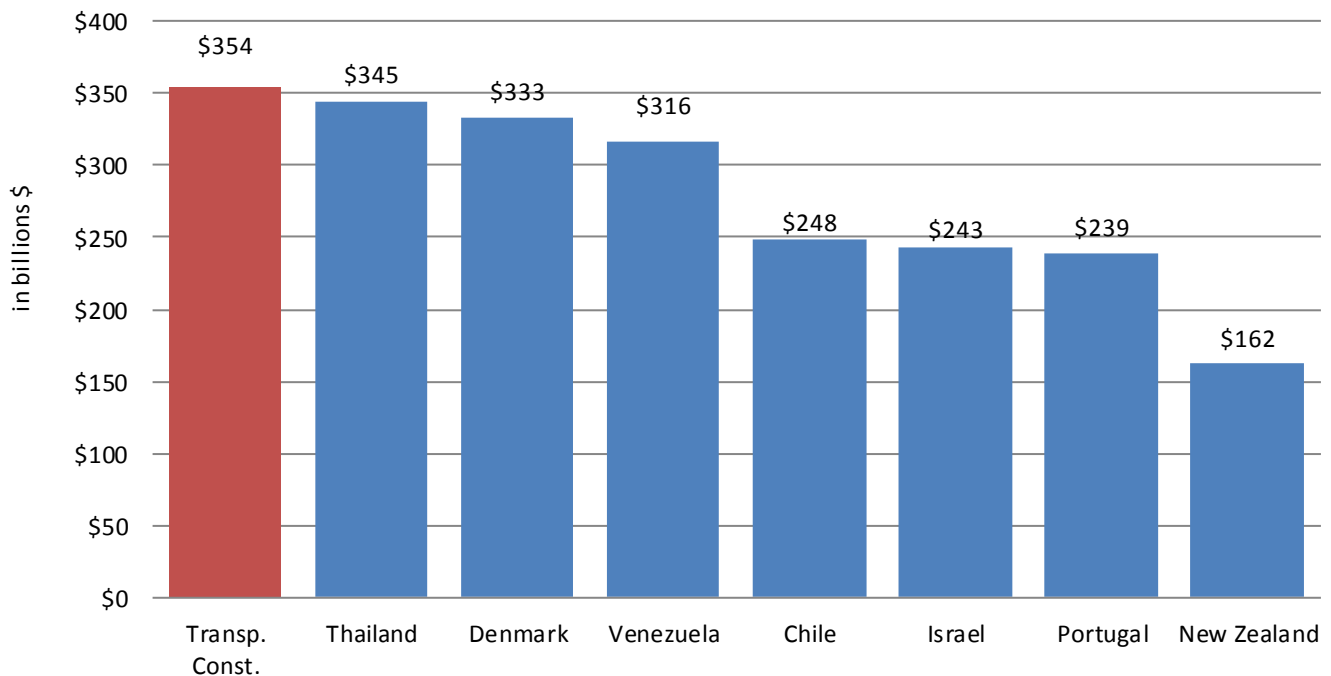
- ❖ **Annual Output Value—The annual value of transportation construction in the United States will be nearly \$118 billion in 2012.** To put this in context, it exceeds the value added of the following U.S. industry sectors: commercial and health care structures (\$111.5 billion); motion pictures (\$108.3 billion); amusement parks and recreation (\$96.4 billion); mining (except oil and gas \$90.9 billion); waste management (\$89 billion) and textile and apparel manufacturing (\$72.7 billion), to name a few.





- ❖ **Annual Contribution to U.S. Gross Domestic Product (GDP) — As the money invested in transportation construction industry employment and purchases moves through the U.S. economy, it generates nearly \$354 billion in total annual economic activity for the nation— the equivalent of 2.25 percent of the U.S. Gross Domestic Product (GDP).** This is larger than the 2011 GDP of 153 nations ranked by the International Monetary Fund, including: Thailand (\$345 billion); Denmark (\$333 billion); Venezuela (\$316 billion); Chile (\$248 billion); Israel (\$243 billion); Portugal (\$239 billion); and New Zealand (\$162 billion).

**The Transportation Construction Industry's Annual Contribution to U.S. GDP is Greater Than the Annual GDP of Many Nations**



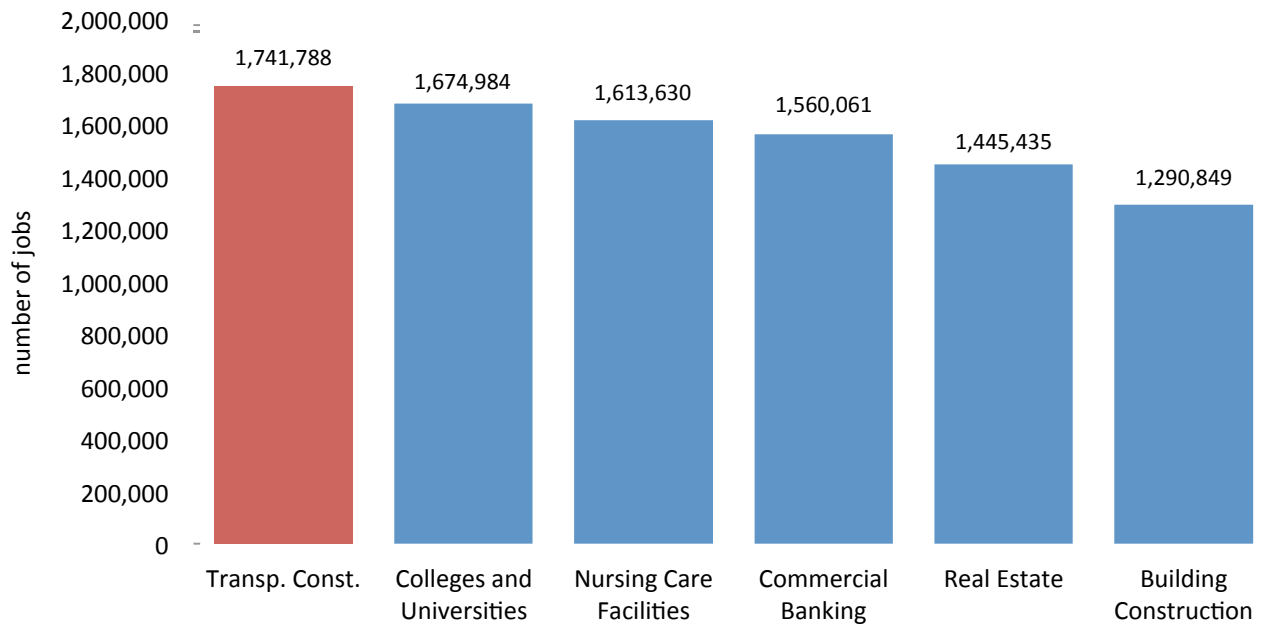
- ❖ **Creating & Sustaining U.S. Jobs—Transportation construction in the United States supports the equivalent of 3,496,400 full-time jobs.** This includes 1,741,800 direct jobs in transportation construction and related-activities and 1,754,600 jobs induced, or sustained, by transportation construction industry employee, firm and agency spending throughout the U.S. economy.

<b>Top 10 States for Transportation Construction Direct Payroll</b>	
California	\$5.9B
Texas	\$4.5B
New York	\$3.2B
Florida	\$2.7B
Pennsylvania	\$2.5B
Illinois	\$2.5B
New Jersey	\$2.0B
Ohio	\$1.7B
Virginia	\$1.5B
Washington	\$1.4B

<b>Top 10 States for Transportation Construction Industry Employment</b>	
California	348,024 Jobs
New York	307,527 Jobs
Texas	303,364 Jobs
Florida	191,513 Jobs
Pennsylvania	166,199 Jobs
Illinois	138,701 Jobs
Ohio	109,349 Jobs
New Jersey	104,913 Jobs
Georgia	100,675 Jobs
Virginia	93,931 Jobs

- ❖ To put the industry's impact on U.S. employment in context, it directly provides more American jobs than direct employment by the nation's colleges and universities (1,674,984 employees), nursing care facilities (1,613,630), commercial banking (1,560,061), real estate (1,445,435), hotels (1,391,932), building construction (1,290,849), accounting services (1,289,005), law offices (1,096,617), machinery manufacturing (1,033,961) and new car dealers (940,917), among others.

## The Transportation Construction Industry Generates More American Jobs than Many Other U.S. Industry Sectors



❖ **Contributions to U.S. Payroll & Taxes—Transportation construction activity in the United States generates \$135.2 billion annually in direct and induced wages.** These workers contribute an estimated **\$1.3 billion** each year in state payroll tax revenue and an additional **\$10.3 billion** in federal payroll taxes.

Top 10 States for Transportation Construction Industry Contribution to State Payroll Taxes		Top 10 States for Transportation Construction Industry Contribution to Federal Payroll Taxes	
California	\$137.5M	California	\$1.07B
New York	\$91.5M	Texas	\$888.3M
Pennsylvania	\$90.9M	New York	\$795.2M
Texas	\$88.2M	Florida	\$544.3M
Illinois	\$62.8M	Pennsylvania	\$489.8M
New Jersey	\$57.7M	Illinois	\$437.3M
Washington	\$55.2M	New Jersey	\$337.1M
Florida	\$45.5M	Ohio	\$324.3M
Michigan	\$44.7M	Virginia	\$324.3M
Ohio	\$41.1M	Georgia	\$283.0M

But that is only a small part of the picture. Without the infrastructure built, maintained and managed by the nation's transportation construction industry, *virtually all of the major industry sectors that comprise the U.S. economy—and the American jobs they sustain—would not exist or could not efficiently and profitably function.*

**Dependent Employment**—The simple fact is that more than **70.9 million American jobs** in just tourism, manufacturing, transportation and warehousing, agriculture and forestry, general construction, mining, retailing and wholesaling alone *are dependent on the work done by the U.S. transportation construction industry.* **These dependent industries provide a total payroll in excess of \$2.67 trillion and their employees contribute more than \$230.7 billion annually in state and federal payroll taxes.**

# The Scope of the U.S. Transportation Construction Industry

The U.S. Census Bureau maintains a national database of all business establishments in the United States, organized under the North American Industry Classification System (NAICS). The NAICS is used by government and business to classify individual businesses by the type of economic activity they conduct. Each firm selects its own NAICS designation, choosing a six-digit code that allows the firm to be correctly classified by specialty type under an umbrella of 20 major industry sector categories. Through this rich database, we are able to quantify the number of firms, down to the county level, that conduct certain business activities within a state.

According to U.S. Census Bureau data, there are more than 1,316,974 individual business establishments and public agencies directly involved, at least partially, in transportation infrastructure design, construction or management activities in the United States. They include:

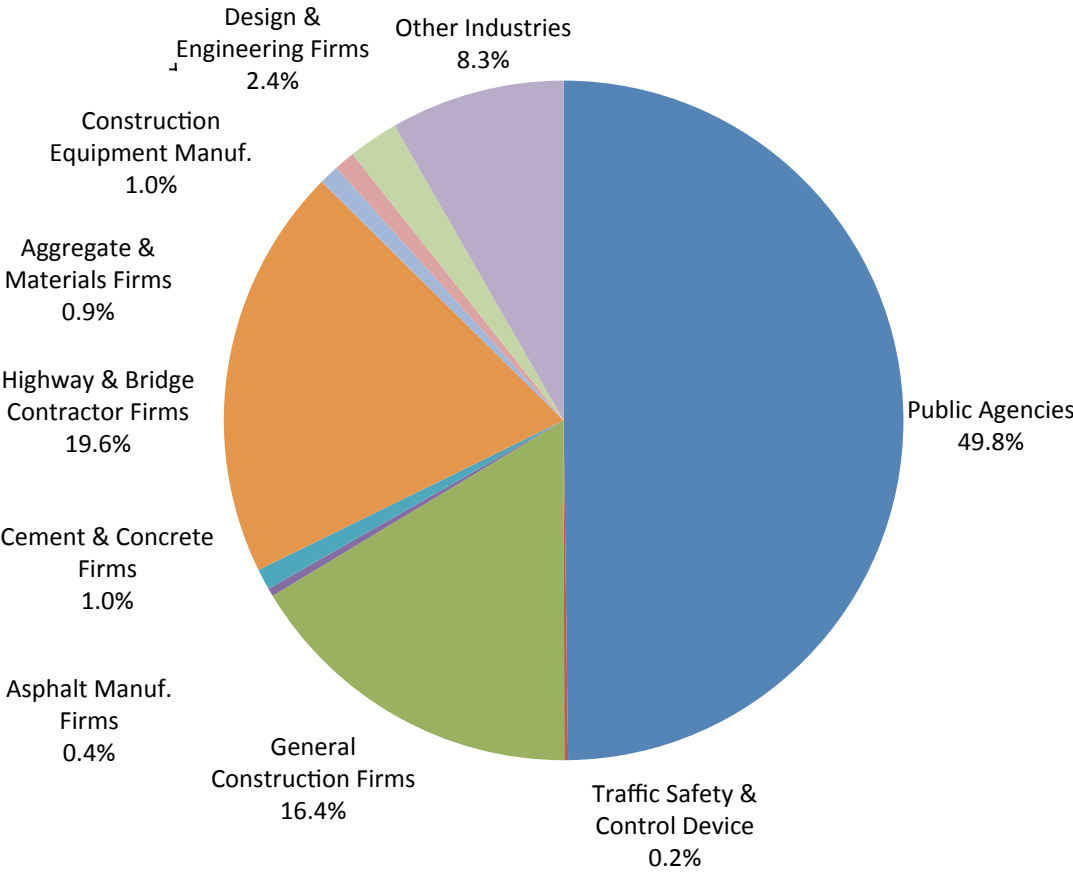
- ❖ **18,004 highway and bridge contractor firms** and sole proprietorships that employ the equivalent of 328,740 men and women full-time;
- ❖ **666,438 general construction firms** and sole proprietorships whose transportation work supports the equivalent of 234,777 full-time jobs;
- ❖ **336,172 design and engineering firms** and sole proprietorships whose transportation work supports the equivalent of 71,350 full-time jobs;
- ❖ **1,555 asphalt manufacturing firms** whose transportation project sales support the equivalent of 6,620 full-time jobs;

- ❖ **5,729 aggregate and materials firms** whose transportation market sales support the equivalent of 13,477 full-time jobs;
- ❖ **8,131 cement and concrete firms** whose transportation project sales support the equivalent of 14,653 full-time jobs;
- ❖ **127,517 construction equipment manufacturing, sales, rental and maintenance firms** whose transportation market sales support the equivalent of 16,081 full-time jobs; and
- ❖ **1,473 traffic safety and control device manufacturers or distributors** whose transportation market sales support the equivalent of 3,526 full-time jobs.

There are slightly more than 823,000 Americans employed full-time by federal, state or local transportation agencies. There is at least one state-level transportation agency in all 50 states and a local government transportation agency in most of the nation's 3,100 counties and several hundred larger cities and metropolitan areas.

U.S. Transportation Construction Industry Direct Employment by Employer		
Public Agencies	823,020	Jobs
Highway & Bridge Contractor Firms	328,740	Jobs
General Construction Firms	234,777	Jobs
Design & Engineering Firms	71,350	Jobs
Construction Equipment Manuf.	16,081	Jobs
Cement & Concrete Firms	14,653	Jobs
Aggregate & Materials Firms	13,477	Jobs
Asphalt Manuf. Firms	6,620	Jobs
Traffic Safety & Control Device	3,526	Jobs

### Transportation Construction Direct Employment by Employer



# The Scope & Economic Utility of the U.S. Transportation Infrastructure Network

## A Dynamic National Transportation Network

The U.S. transportation infrastructure network includes<sup>1</sup>:

- ❖ **4,050,717** center-line miles of public roadways and bridges, including 46,900 miles of Interstate highway
- ❖ **606,266** bridges
- ❖ **138,623** miles of track operated by freight railroads
- ❖ More than **13,100** civil and joint-use airports
- ❖ **29,620** miles of inland and inter-coastal commercial waterways
- ❖ **12,413** miles of subway and urban rail commuter track

## Providing Access to Jobs, Shopping, Recreation & Family Activities<sup>2</sup>

The U.S. transportation infrastructure network provides all Americans with unprecedented access and mobility. Each year, the nation's roads and highways handle more than 4.2 trillion highway passenger miles of travel

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<sup>1</sup> Sources include: Federal Highway Administration, Bureau of Transportation Statistics, Federal Aviation Administration and Federal Transit Administration.

<sup>2</sup> Ibid.



For the country's urbanized areas, unlinked passenger trips total 9.9 billion annually. Our light, heavy and commuter rail system facilitates almost half of those trips with over 4.4 billion unlinked annual passenger trips.

### **Accommodating Business Shipments<sup>3</sup>**

The U.S. transportation infrastructure network makes possible the shipment each year of over 16.4 million tons of goods and materials between American companies or companies and their domestic customers. This freight has a value of \$14.4 trillion. Nearly 77 percent of this value is shipped via trucks. The remainder is shipped multimodal (11.8 percent) or by rail (2.4 percent), water (1.1 percent) and air (1 percent). Pipelines carry five percent of the value of all freight shipments.

The U.S. Department of Transportation estimates that the value of domestic freight shipments will more than double between 2010 and 2040, reaching \$29.6 trillion.

### **One of America's Most Valuable Capital Assets<sup>4</sup>**

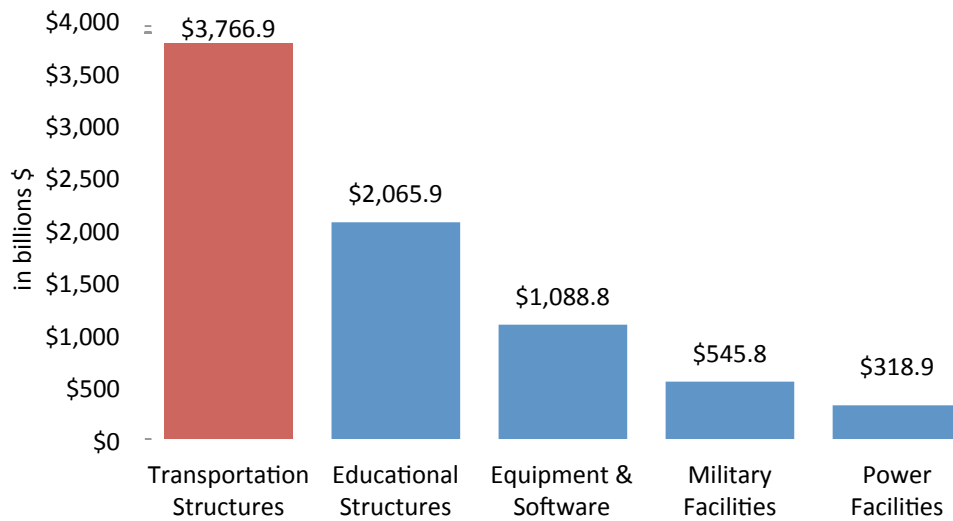
In 2011, the nation's transportation infrastructure was worth \$4.18 trillion. Approximately 90 percent of the nation's transportation infrastructure is owned by federal, state and local governments. The remainder is privately owned. The highways, streets, transit, runways and other transportation structures owned by the government are 33.7% of all government fixed assets.

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<sup>3</sup> U.S. Federal Highway Administration Freight Analysis Framework

<sup>4</sup> U.S. Bureau of Economic Analysis

## Total Government Fixed Assets



## Investing in the Public Interest<sup>5</sup>

Federal, state and local governments invest public dollars to finance over 91 percent of the annual cost of designing, building, managing and maintaining the nation's transportation infrastructure. Private dollars finance the remaining nine percent, largely for the construction and maintenance of commercial railroads, driveways, private parking facilities, and streets for new housing and commercial buildings.

<sup>5</sup> U.S. Census Bureau, Value of Construction Put In Place, C30 Series

# The Economic Impact of Interrupted Service

## Measuring Mobility and Access

Our nation's infrastructure is the foundation of U.S. economic growth. The importance of our road, bridge, transit, air and waterway network is even more apparent after access and mobility are compromised by natural disasters, system failures or other disruptions.

It is difficult to measure the long run economic impact of infrastructure disruptions because the U.S. economy is so resilient. Consumers and businesses will find alternative transportation routes and travel means in response to a disruption. However, often in the short term there are significant economic consequences following the unexpected shut down of a bridge or roadway, airport, transit system or port.

Case studies and analysis of some recent events provide an insight into the ripple effect and initial economic cost of a transportation network disruption as users grapple with finding an alternative.

## Minnesota I-35 Bridge — \$60 Million Loss in Economic Activity

The collapse of the Minnesota I-35W Bridge over the Mississippi River in 2007 caused substantial loss of life and injury. The tragic accident also cost the Minnesota economy \$60 million in economic activity before the replacement bridge opened in 2008.<sup>6</sup>

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<sup>6</sup> Minnesota Department of Employment and Economic Development, *Economic Impacts of the I-35W Bridge Collapse*

Approximately 140,000 vehicles used the I-35W Bridge each day to commute between the north suburban destinations, the University of Minnesota and downtown Minneapolis. The unavailability of the important river crossing into the city cost road users alone approximately \$400,000 per day. An estimated 140,000 vehicles, including 5,000 commercial trucks, had to find alternative routes into the city. Overall, the average daily net economic impact was a loss of \$113,000 in the state's economic output.

## **New York Transit Shutdown Costs City \$1 Billion<sup>7</sup>**

New York's subway and buses ground to a halt for two and a half days in December 2005 as a result of a worker strike. The New York City comptroller's office predicted the shutdown would cost the city as much as \$1.6 billion in economic activity if service had been compromised for a full week. As it was, the city lost approximately \$400 million the first day and \$300 million each of the next two days. The loss was largely due to cancellations of economic activity and lost productivity as the city adjusted to alternative means of transportation.

This economic impact was felt even though the city expected the strike and put contingency plans into effect. New Yorkers carpooled, took taxis and used the commuter rails to get to work. Thousands of New Yorkers also walked to their destinations.

## **West Coast Ports Vital To U.S. Imports and Exports**

Many firms were unprepared for the strike that shut down the six largest container ports in the West Coast in 2002 and cost the U.S. economy as much as \$15 billion.<sup>8</sup> At the time of the labor dispute, it is estimated that these ports

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<sup>7</sup> News article from NY1.com, December 21, 2005, *TMU Leaders Refuse to Back Down Despite Threat of Jail Time*

<sup>8</sup> Entrepreneur, *Are You Prepared For A Devastating Port Strike in 2008?* The original estimate of \$15.6 billion in economic impact was published by Martin Associates after the event. Although some have questioned this figure as being too high, the model used by Martin and Associates was reviewed by the U.S. Federal Reserve Board of Governors, the Bush Administration and the U.S. Council of Economic Advisors.

handled over half of all foreign origin or destination containers passing through U.S. ports and over 60 percent of the nation's cargo, valued at \$300 billion.

The Boeing company warned that the port disruptions would cost the State of Washington alone as much as \$30 million in tax revenues. Passenger and cargo doors, escape hatches, side panels and airplane crowns for the company's jetliners were stuck on freighters.

Although in the long run the 10-day closure did not adversely impact the economy, there was a noticeable effect on trade flows following the initial strike.<sup>9</sup> Imports through California dropped off nearly 20 percent following the strike, but did rebound later in the year.

Subsequent analysis by the U.S. Congressional Budget Office estimates that a one week shutdown of just the Los Angeles and Long Beach ports would cost between \$65 million and \$150 million per day.<sup>10</sup> The daily cost of a three-year shutdown for those two ports would be higher – between \$125 million to \$200 million per day. That translates into a reduction in real GDP by between 0.35 and 0.55 percent, or \$45 billion to \$70 billion per year. Outlays by consumers and business would fall substantially in this scenario, and employment would be about 1 million jobs lower, on average, during the three-year period.

## **Delay of Freight Movement Damages Washington State Economy<sup>11</sup>**

A severe winter storm generated extremely high winds, more than three feet of snow in the Cascade Mountains, and rain and flooding across Washington state in December 2007. A 20-mile section of I-5 was closed for four days, with approximately 10,000 trucks per day needing to find alternate routes to navigate

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<sup>9</sup> Jon D. Haveman & Howard J. Shatz, *Protecting the Nation's Seaports: Balancing Security and Cost*, 2006

<sup>10</sup> U.S. Congressional Budget Office, *The Economic Costs of Disruptions in Container Shipments*, 2006

<sup>11</sup> Washington State Department of Transportation, *Storm-Related Closures of I-5 and I-90: Freight Transportation Economic Impact Assessment Report*, 2008

around the affected segment. In addition to I-5, WSDOT needed to close 65 other state highways due to flooding, landslides, and thousands of fallen trees.

Governor Christine Gregoire issued a State of Emergency for the area. Less than two months later, the state experienced another major freight system disruption. This time, record snowfall and warm temperatures in the mountain passes closed I-90 at Snoqualmie Pass from January 29 through February 2, 2008. Again, Governor Gregoire declared a State of Emergency for the area.

An estimated \$37.1 million in direct business losses were incurred during the two highway closures. The direct impacts to freight-dependent industries caused indirect damage to suppliers and customers. These indirect impacts create additional impacts as decreased spending and lower efficiency cascaded through the state's economy. These economic impacts affected employment, personal income, government revenues, such as taxes, and other economic activities across the state.

The total loss in economic output to Washington State's economy due to the two freight system disruptions was \$75 million. More than \$47 million of the total loss is attributable to the I-5 closure in December 2007, and almost \$28 million is attributable to the I-90 closure in January-February 2008.

## **Multimodal Impacts—Links Between Ports, Bridges & Highways**

About 55 percent of the trade from the Los Angeles and Long Beach ports goes through Terminal Island, which is connected to the mainland by three highway bridges and a rail bridge. An analysis by Peter Gordon, James E. Moore II and Harry W. Richardson of the University of Southern California and Qisheng Pan of Texas Southern University, shows that the destruction of all four of those bridges could result in a total economic loss between \$22.5 billion to \$90 billion,

depending on the time it would take to rebuild access to the Island.<sup>12</sup> The total economic loss would be an estimated \$44.9 billion if the bridges were out of commission for 12 months, followed by \$67.4 billion for an 18-month period and \$89.9 billion if the bridges were inoperable for two years. The authors also estimate it would cost as much as \$12 billion for the total reconstruction of the four bridges. Accelerating the access to all three of the highway bridges would have an economic benefit of \$3.75 billion per month.

## **Volcanic Ash Disruption to Air Travel Costs U.S. \$957 Million**

In April 2010, Iceland's Eyjafjallajökull volcano spewed an ash plume which rose over three kilometers into the sky. Concerns over engine safety caused an interruption in global air traffic and the largest breakdown in European civil aviation since World War II. The closure of large portions of European air space over the course of one week disrupted global travel, trade and business—demonstrating the integral role air transport plays in the functions of society and commerce.

Outside of Europe, destinations in the Americas took the largest hit from the disruption. Nearly 462,000 passengers were affected costing aviation \$336 million in revenue (of a potential gross loss of US\$396 million). Destinations realized 58% of potential losses amounting to \$378 million. The total effect on GDP amounts to 0.24% of GDP for the week (\$957 million). The temporary shutdown of air travel resulted in \$4.7 billion dollars of lost global GDP once the indirect (supply chain), induced (additional consumer spending), and worker productivity impacts are included.

There are other examples of the economic cost of airport shutdowns and the grounding of airplanes has significant economic costs. The closing of the Bangkok airport in Thailand for eight days in late 2008 cost the economy \$8.5 billion.<sup>13</sup> Not only did the shutdown strand hundreds of thousands of tourists, but export

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<sup>12</sup> Jon D. Haveman & Howard J. Shatz, *Protecting the Nation's Seaports: Balancing Security and Cost*, 2006

<sup>13</sup> Voice of America News, *Central Bank Says Bangkok Airport Closure Cost Economy \$8 Billion*, January 12, 2009

industries were also impacted. With 80 percent of the global market, the shutdown cost the Thai orchid industry over \$9 million. Tourism arrivals in Thailand were expected to fall by 2.5 million in early 2009, accounting for \$3 billion in lost revenue as a result of the shutdown.

The grounding of all airplanes in the United States for three days after the terrorist attacks of September 11, 2001, cost the airline industry over \$1.4 billion in revenue.



## The Return on Investment That Keeps Recurring

One of the most attractive benefits of major public investments in transportation infrastructure is they create tangible capital assets that are long-lived. In addition to creating jobs and generating tax revenues throughout the economy during the construction cycle, these investments provide infrastructure improvements that foster and facilitate continuing economic growth over many years beyond the initial investment.

The greatest long-term economic returns can often be found in strategic investments that facilitate business activity. Infrastructure investments aimed at reducing traffic congestion or providing faster point-to-point travel, for example, can increase productivity by reducing travel time.

The U.S. Department of Transportation has identified more than 200 major traffic bottlenecks across the nation. Mitigating or eliminating these bottlenecks would save billions of dollars in lost productivity and motor fuel that would benefit the nation. Such work would also significantly reduce unnecessary motor vehicle emissions.

Investments in multi-modal new capacity for “Critical Commerce Corridors” like “truck only” lanes, intermodal connectors and freight transfer facilities would provide long-term economic benefits for many areas of the United States.

The Federal Highway Administration’s National Bridge Inventory shows 201,958 bridges in America need work, major rehabilitation, widening or replacement at a cost of \$316.6 billion. The imposition of a weight restrictions, closure, or collapse of a single bridge also all have productivity and cost impacts for businesses and the public. Avoiding those costs by preserving existing assets is well worth the investment.

What would an additional investment in transportation infrastructure make possible? Consider the possibilities.

While there is no single answer to the question, “How much does it cost to build a mile of road?” some states, like Florida, have developed cost models to guide planning for their highway construction program. These models provide a “ballpark figure” for various kinds of highway improvements. Here are some examples:

- ❖ Construct a new 2-lane undivided road: approximately \$2-\$3 million per mile in rural areas; \$4-5 million in urban areas;
- ❖ Construct a new 4-lane highway: approximately \$4-\$6 million per mile in rural and suburban areas; \$8-\$10 million per mile in urban areas;
- ❖ Construct a new 6-lane Interstate highway: approximately \$7 million per mile in rural areas; \$12 million or more per mile in urban areas;
- ❖ Mill and resurface a 4-lane road: approximately \$1.25 million per mile; and
- ❖ Expand an Interstate Highway from 4 lanes to 6 lanes: \$4 million per mile.

## Economic Benefits of Transportation Infrastructure Well Documented

The benefits of highway investment to private sector productivity and economic activity are well documented in the economics literature. There are numerous studies that have found a positive correlation between transportation infrastructure investment and economic development. Although exact impact of the investment has varied among studies, the fact that there is a positive relationship is widely accepted.<sup>14</sup>

In addition to the direct employment supported by highway construction activities, as described in this report, there are also direct user benefits, such as time savings and safety improvements, as well as gains in industry productivity.<sup>15</sup>

A study by Dr. Alicia Munnell of the Federal Reserve Bank of Boston concluded states that invested more in infrastructure tended to have greater output, more private investment and more employment growth.<sup>16</sup> Her work found that a one percent increase in public capital would raise national output by 0.15 percent<sup>17</sup>. She further notes that the major impact of public capital output is from investment in highways and water and sewer systems. Other public capital investments, such as school buildings and hospitals, had virtually no measureable impact on private production.<sup>18</sup> Munnell also concludes that public capital and

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<sup>14</sup> Economic studies have found output elasticities ranging from as high as 0.56 (Aschauer 1989) to a low of 0.04 (Garcia-Mila and McGuire 1992). This means that a one percent increase in highway investment would result in between 0.04 to 0.56 percent increase in output. Most of this variation is because studies have a different focus—looking at different types of investment measures and output at either the national, state or county level.

<sup>15</sup> U.S. Department of Transportation, *Productivity and the Highway Network: A Look at the Economic Benefits to Industry from Investment in the Highway Network*.

<sup>16</sup> Munnell, Alicia, *How Does Public Infrastructure Affect Regional Economic Performance*, New England Economic Review, September/October 1990

<sup>17</sup> Munnell's elasticity for private capital is 0.31, so that a one percent increase in private capital would raise national output by 0.31 percent. This is in line with other studies of returns from private capital investment.

<sup>18</sup> Munnell says she is not implying that government-provided education and health services have no effect on productivity, but rather "the stock of buildings ... may not be the best indicator of the quality of education services; teachers' salaries, for example, might be a better measure."

infrastructure investment have a significant positive impact on a state's private employment growth and private sector output.

Additional studies have found that transportation infrastructure investments have an impact on the attractiveness of local communities, which helps determine local economic activity and land values. In general, most studies find that locations close to large transportation infrastructure investment have higher land values.<sup>19</sup>

M. Ishaq Nadiri of New York University and the National Bureau of Economic Research and Theofanis P. Mamuneas of New York University find significant cost structure and productivity performance impacts on the U.S. manufacturing industry as a result of highway investment. Their work shows that the rate of return on highway investment can be greater than private investment.

Some major findings include<sup>20</sup>:

- ❖ Over the period 1950 to 1989, U.S. industries realized production cost savings averaging 18 cents annually for each dollar invested in the road system.
- ❖ Investments in non-local roads yield even higher production cost savings—estimated at 24 cents for each dollar of investment.
- ❖ Although the impact of highway investment on productivity has declined since the early 1970s and the initial construction of the Interstate, evidence suggests that highway infrastructure investments more than pay for themselves in terms of industry cost savings.
- ❖ The highway network's contribution to economic productivity growth was between 7 and 8 percent over the time period 1980 to 1989.
- ❖ The net social rate of return on investment in the non-local road system during the 1980s was 16 percent, and the rate of return for the entire road network was 10 percent.<sup>21</sup>

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<sup>19</sup> A synopsis of these studies are available in the Transportation Research Board's *Expanding Metropolitan Highways: Implications for Air Quality and Energy Use – Special Report 245*, 1995

<sup>20</sup> Summary provided by U.S. Department of Transportation, *Productivity and the Highway Network: A Look at the Economic Benefits to Industry from Investment in the Highway Network*, 1996.

<sup>21</sup> The net social rate of return is an estimate of the benefits to private industries derived from the shared use of public highways.

- ❖ This rate of return was significantly higher than the prevailing rate of return on private capital and the long-term interest rate during this time period.
- ❖ The higher return to highway capital is due to its network feature, since the benefits are shared by all industries.
- ❖ The U.S. transportation construction industry not only provides the infrastructure to keep the nation moving, it also serves as an engine of economic growth and job creation in every state.

## The Challenge Ahead: A Threat to U.S. Productivity & Competitiveness

There are enormous challenges facing the U.S. transportation infrastructure network that will have a direct impact on U.S. productivity and economic competitiveness in the years to come. These issues include:

- ❖ Without changes to current policy, the revenues raised by all levels of government for capital investment will only be about one-third (\$66.6 billion) of the \$200 billion the U.S. Department of Transportation (USDOT) believes necessary to maintain and improve the nation's highways and transit systems.<sup>22</sup>
- ❖ The estimated cumulative gap between federal revenues for transportation and the investment needs of the system are \$400 billion from 2010 to 2015.<sup>23</sup>
- ❖ Traffic congestion cost Americans living in the nation's 439 urban areas \$100.9 billion per year in lost time, wasted motor fuel and vehicle wear and tear.<sup>24</sup>
- ❖ On average, urban commuters experience the equivalent of 34 hours per year stuck in rush hour traffic. In total, Americans spend 4.8 billion hours per year stuck in traffic.<sup>25</sup>
- ❖ From 1980 to 2006, the vehicle miles traveled (VMT) in the U.S. by automobiles increased 97 percent; VMT by trucks increased 106 percent.

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<sup>22</sup> *Paving Our Way, Report of the National Surface Transportation Infrastructure Financing Commission*, February 2009

<sup>23</sup> *Ibid.*

<sup>24</sup> Texas Transportation Institute, *2011 Urban Mobility Report*

<sup>25</sup> *Ibid.*

Meanwhile, road capacity, as measured by the number of highway lane miles added to the system grew just 4.4 percent.<sup>26</sup>

- ❖ Over half of the miles on the federal-aid highway system are in less than good condition and nearly 15 percent need major reconstruction, repair or rehabilitation. Nearly 24 percent of the nation's bridges are structurally deficient or functionally obsolete.<sup>27</sup>
- ❖ Over one-quarter of the nation's bus and rail assets are in marginal or poor condition.<sup>28</sup>
- ❖ Real highway spending per miles traveled in the U.S. has fallen by nearly 50 percent since the federal Highway Trust Fund was established in 1956.<sup>29</sup> Total combined highway and transit spending as a share of GDP has fallen by about 25 percent in the same time period to 1.5 percent of GDP today.<sup>30</sup>
- ❖ The federal gas tax, which finances highway and transit capital investments and is not adjusted annually for inflation, has lost over 33 percent of its purchasing power since last raised in 1993.<sup>31</sup>

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<sup>26</sup> *Paving Our Way, Report of the National Surface Transportation Infrastructure Financing Commission*, February 2009

<sup>27</sup> FHWA, *2010 Conditions & Performance Report* (2008 data), highway repair estimates based on 2008 Highway Statistics pavement ratings, bridge data from 2010 National Bridge Inventory

<sup>28</sup> FTA, *Transit State of Good Repair*

<sup>29</sup> *Paving Our Way, Report of the National Surface Transportation Infrastructure Financing Commission*, February 2009

<sup>30</sup> *Ibid.*

<sup>31</sup> *Ibid.*

# State Transportation Facts

- **Transportation Network Profile**
- **Scope & Conditions of Roads & Bridges**
- **Road Safety**
- **Commuting Patterns**
- **Economic Impact of Transportation  
Construction**



*Transportation Facts:*

# Alabama

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Alabama has 97,325 miles of roadway. Of the state’s 20,531 miles of roadway eligible for federal aid, 13.3% are rated “not acceptable” and need major repairs or replacement.

Alabama has 16,061 bridges. FHWA reports 22.3% of the state’s bridges are either “structurally deficient” (1,518 bridges) or “functionally obsolete” (2,056 bridges). It will cost an estimated \$39.8 billion to make needed bridge repairs on 15,965 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 774 fatal motor vehicle crashes, resulting in 848 fatalities in Alabama during 2010. Of these, 58.5% of fatalities occurred on rural roads, 29.7% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Alabama is 24.1 minutes. Getting there, 84.5% drive alone, 10.0% carpool and 0.4% take public transportation.

**Economic Impact of Transportation Construction in Alabama**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 59,352 full-time jobs in Alabama. These employees earn a total annual payroll of \$2.1 billion and contribute an estimated \$185 million in state and federal payroll tax revenue. This employment includes the equivalent of 29,567 full-time jobs directly involved in transportation infrastructure construction and related activities and 29,785 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,101,342 full-time jobs in Alabama in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 6,013 firms in Alabama that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	97,325
Rural Mileage	75,390
Urban Mileage	21,935
Number of Bridges	16,061
<b>Airports</b>	
Number of Airports	185
<b>Transit &amp; Rail</b>	
Bus Route Miles	302
Transit Rail Route Miles	0
Number of Transit Agencies	10
<b>Freight Railroad</b>	
Railroad Miles	3,254
Number of Railroads	24
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	1,270
Total Shipments (1,000 tons)	72,696
Domestic Shipments	27,868
Foreign Shipments	29,357
Intrastate Shipments	15,471
Number of waterway facilities	19

# Alaska

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Alaska has 15,718 miles of roadway. Of the state’s 4,392 miles of roadway eligible for federal aid, 17.5% are rated “not acceptable” and need major repairs or replacement.

Alaska has 1,156 bridges. FHWA reports 21.6% of the state’s bridges are either “structurally deficient” (131 bridges) or “functionally obsolete” (119 bridges). It will cost an estimated \$83.5 million to make needed bridge repairs on 139 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 59 fatal motor vehicle crashes, resulting in 64 fatalities in Alaska during 2010. Of these, 59.4% of fatalities occurred on rural roads, 52.5% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Alaska is 18.8 minutes. Getting there, 67.0% drive alone, 13.2% carpool and 1.2% take public transportation.

## *Economic Impact of Transportation Construction in Alaska*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 14,529 full-time jobs in Alaska. These employees earn a total annual payroll of \$676.8 million and contribute an estimated \$61 million in state and federal payroll tax revenue. This employment includes the equivalent of 7,238 full-time jobs directly involved in transportation infrastructure construction and related activities and 7,291 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 189,554 full-time jobs in Alaska in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 1,651 firms in Alaska that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	15,718
Rural Mileage	13,299
Urban Mileage	2,419
Number of Bridges	1,156
<b>Airports</b>	
Number of Airports	550
<b>Transit &amp; Rail</b>	
Bus Route Miles	64
Transit Rail Route Miles	960
Number of Transit Agencies	4
<b>Freight Railroad</b>	
Railroad Miles	506
Number of Railroads	1
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	5,500
Total Shipments (1,000 tons)	45,032
Domestic Shipments	34,687
Foreign Shipments	6,483
Intrastate Shipments	3,862
Number of waterway facilities	55

*Transportation Facts:*

# Arizona

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Arizona has 60,439 miles of roadway. Of the state’s 13,015 miles of roadway eligible for federal aid, 9.6% are rated “not acceptable” and need major repairs or replacement.

Arizona has 7,739 bridges. FHWA reports 12.0% of the state’s bridges are either “structurally deficient” (259 bridges) or “functionally obsolete” (669 bridges). It will cost an estimated \$6.3 billion to make needed bridge repairs on 2,149 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 710 fatal motor vehicle crashes, resulting in 807 fatalities in Arizona during 2010. Of these, 51.8% of fatalities occurred on rural roads, 29.0% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Arizona is 24.5 minutes. Getting there, 76.5% drive alone, 11.6% carpool and 1.8% take public transportation.

**Economic Impact of Transportation Construction in Arizona**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 57,194 full-time jobs in Arizona. These employees earn a total annual payroll of \$2.3 billion and contribute an estimated \$189 million in state and federal payroll tax revenue. This employment includes the equivalent of 28,492 full-time jobs directly involved in transportation infrastructure construction and related activities and 28,702 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,346,164 full-time jobs in Arizona in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 8,334 firms in Arizona that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	60,439
Rural Mileage	37,522
Urban Mileage	22,917
Number of Bridges	7,739
<b>Airports</b>	
Number of Airports	191
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,194
Transit Rail Route Miles	39
Number of Transit Agencies	4
<b>Freight Railroad</b>	
Railroad Miles	1,683
Number of Railroads	10
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

# Arkansas

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Arkansas has 99,812 miles of roadway. Of the state’s 21,918 miles of roadway eligible for federal aid, 23.8% are rated “not acceptable” and need major repairs or replacement.

Arkansas has 12,641 bridges. FHWA reports 21.7% of the state’s bridges are either “structurally deficient” (886 bridges) or “functionally obsolete” (1,856 bridges). It will cost an estimated \$16.2 million to make needed bridge repairs on 777 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 523 fatal motor vehicle crashes, resulting in 585 fatalities in Arkansas during 2010. Of these, 79.3% of fatalities occurred on rural roads, 30.2% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Arkansas is 21.2 minutes. Getting there, 82.0% drive alone, 11.3% carpool and 0.5% take public transportation.

## *Economic Impact of Transportation Construction in Arkansas*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 33,240 full-time jobs in Arkansas. These employees earn a total annual payroll of \$1.1 billion and contribute an estimated \$103 million in state and federal payroll tax revenue. This employment includes the equivalent of 16,559 full-time jobs directly involved in transportation infrastructure construction and related activities and 16,681 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 694,867 full-time jobs in Arkansas in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 3,797 firms in Arkansas that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	99,812
Rural Mileage	87,627
Urban Mileage	12,185
Number of Bridges	12,641
<b>Airports</b>	
Number of Airports	216
<b>Transit &amp; Rail</b>	
Bus Route Miles	156
Transit Rail Route Miles	3
Number of Transit Agencies	13
<b>Freight Railroad</b>	
Railroad Miles	2,797
Number of Railroads	25
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	1,860
Total Shipments (1,000 tons)	14,334
Domestic Shipments	12,143
Foreign Shipments	0
Intrastate Shipments	2,191
Number of waterway facilities	2

# California

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), California has 171,874 miles of roadway. Of the state’s 55,440 miles of roadway eligible for federal aid, 35.5% are rated “not acceptable” and need major repairs or replacement.

California has 24,609 bridges. FHWA reports 28.0% of the state’s bridges are either “structurally deficient” (2,927 bridges) or “functionally obsolete” (3,968 bridges). It will cost an estimated \$13.6 billion to make needed bridge repairs on 4,476 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 2,816 fatal motor vehicle crashes, resulting in 3,081 fatalities in California during 2010. Of these, 42.8% of fatalities occurred on rural roads, 30.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in California is 26.9 minutes. Getting there, 73.2% drive alone, 11.5% carpool and 5.2% take public transportation.

## *Economic Impact of Transportation Construction in California*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 348,024 full-time jobs in California. These employees earn a total annual payroll of \$14.0 billion and contribute an estimated \$1,211 million in state and federal payroll tax revenue. This employment includes the equivalent of 173,374 full-time jobs directly involved in transportation infrastructure construction and related activities and 174,650 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 7,785,127 full-time jobs in California in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 45,911 firms in California that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	171,874
Rural Mileage	81,831
Urban Mileage	90,043
Number of Bridges	24,609
<b>Airports</b>	
Number of Airports	532
<b>Transit &amp; Rail</b>	
Bus Route Miles	12,220
Transit Rail Route Miles	1,947
Number of Transit Agencies	83
<b>Freight Railroad</b>	
Railroad Miles	5,307
Number of Railroads	25
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	290
Total Shipments (1,000 tons)	212,285
Domestic Shipments	25,567
Foreign Shipments	175,588
Intrastate Shipments	11,130
Number of waterway facilities	37

# Colorado

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Colorado has 88,266 miles of roadway. Of the state’s 17,508 miles of roadway eligible for federal aid, 11.6% are rated “not acceptable” and need major repairs or replacement.

Colorado has 8,551 bridges. FHWA reports 16.1% of the state’s bridges are either “structurally deficient” (582 bridges) or “functionally obsolete” (798 bridges). It will cost an estimated \$1.5 billion to make needed bridge repairs on 2,554 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 437 fatal motor vehicle crashes, resulting in 465 fatalities in Colorado during 2010. Of these, 54.2% of fatalities occurred on rural roads, 44.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Colorado is 24.1 minutes. Getting there, 75.5% drive alone, 10.0% carpool and 3.0% take public transportation.

## *Economic Impact of Transportation Construction in Colorado*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 64,515 full-time jobs in Colorado. These employees earn a total annual payroll of \$2.7 billion and contribute an estimated \$222 million in state and federal payroll tax revenue. This employment includes the equivalent of 32,139 full-time jobs directly involved in transportation infrastructure construction and related activities and 32,376 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,218,317 full-time jobs in Colorado in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 11,540 firms in Colorado that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	88,266
Rural Mileage	68,921
Urban Mileage	19,345
Number of Bridges	8,551
<b>Airports</b>	
Number of Airports	271
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,533
Transit Rail Route Miles	70
Number of Transit Agencies	9
<b>Freight Railroad</b>	
Railroad Miles	2,688
Number of Railroads	15
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

# Connecticut

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Connecticut has 21,407 miles of roadway. Of the state’s 6,151 miles of roadway eligible for federal aid, 15.3% are rated “not acceptable” and need major repairs or replacement.

Connecticut has 4,200 bridges. FHWA reports 33.6% of the state’s bridges are either “structurally deficient” (390 bridges) or “functionally obsolete” (1,023 bridges). It will cost an estimated \$8.4 million to make needed bridge repairs on 4,199 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 210 fatal motor vehicle crashes, resulting in 223 fatalities in Connecticut during 2010. Of these, 16.1% of fatalities occurred on rural roads, 35.2% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Connecticut is 24.7 minutes. Getting there, 79.7% drive alone, 8.0% carpool and 4.5% take public transportation.

## *Economic Impact of Transportation Construction in Connecticut*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 31,761 full-time jobs in Connecticut. These employees earn a total annual payroll of \$1.5 billion and contribute an estimated \$129 million in state and federal payroll tax revenue. This employment includes the equivalent of 15,822 full-time jobs directly involved in transportation infrastructure construction and related activities and 15,938 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 831,265 full-time jobs in Connecticut in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 5,250 firms in Connecticut that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	21,407
Rural Mileage	6,246
Urban Mileage	15,161
Number of Bridges	4,200
<b>Airports</b>	
Number of Airports	52
<b>Transit &amp; Rail</b>	
Bus Route Miles	948
Transit Rail Route Miles	101
Number of Transit Agencies	17
<b>Freight Railroad</b>	
Railroad Miles	364
Number of Railroads	8
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	120
Total Shipments (1,000 tons)	16,229
Domestic Shipments	10,646
Foreign Shipments	4,118
Intrastate Shipments	1,464
Number of waterway facilities	13

# Delaware

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Delaware has 6,307 miles of roadway. Of the state’s 1,532 miles of roadway eligible for federal aid, 14.5% are rated “not acceptable” and need major repairs or replacement.

Delaware has 857 bridges. FHWA reports 18.8% of the state’s bridges are either “structurally deficient” (50 bridges) or “functionally obsolete” (111 bridges). It will cost an estimated \$640.7 million to make needed bridge repairs on 318 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 101 fatal motor vehicle crashes, resulting in 116 fatalities in Delaware during 2010. Of these, 58.6% of fatalities occurred on rural roads, 26.7% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Delaware is 24.3 minutes. Getting there, 80.4% drive alone, 9.5% carpool and 3.0% take public transportation.

## *Economic Impact of Transportation Construction in Delaware*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 14,395 full-time jobs in Delaware. These employees earn a total annual payroll of \$516.3 million and contribute an estimated \$43 million in state and federal payroll tax revenue. This employment includes the equivalent of 7,171 full-time jobs directly involved in transportation infrastructure construction and related activities and 7,224 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 212,045 full-time jobs in Delaware in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 1,325 firms in Delaware that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	6,307
Rural Mileage	3,313
Urban Mileage	2,994
Number of Bridges	857
<b>Airports</b>	
Number of Airports	30
<b>Transit &amp; Rail</b>	
Bus Route Miles	517
Transit Rail Route Miles	0
Number of Transit Agencies	1
<b>Freight Railroad</b>	
Railroad Miles	227
Number of Railroads	6
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	100
Total Shipments (1,000 tons)	8,510
Domestic Shipments	4,298
Foreign Shipments	3,989
Intrastate Shipments	222
Number of waterway facilities	4



# District of Columbia

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), District of Columbia has 1,505 miles of roadway. Of the state’s 455 miles of roadway eligible for federal aid, 96.1% are rated “not acceptable” and need major repairs or replacement.

District of Columbia has 245 bridges. FHWA reports 64.9% of the state’s bridges are either “structurally deficient” (32 bridges) or “functionally obsolete” (127 bridges). It will cost an estimated \$394.6 million to make needed bridge repairs on 156 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 28 fatal motor vehicle crashes, resulting in 29 fatalities in District of Columbia during 2010. Of these, 0.0% of fatalities occurred on rural roads, 10.7% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in District of Columbia is 29.4 minutes. Getting there, 34.8% drive alone, 5.9% carpool and 38.3% take public transportation.

## *Economic Impact of Transportation Construction in District of Columbia*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 26,418 full-time jobs in District of Columbia. These employees earn a total annual payroll of \$846.8 million and contribute an estimated \$69 million in state and federal payroll tax revenue. This employment includes the equivalent of 13,161 full-time jobs directly involved in transportation infrastructure construction and related activities and 13,257 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 116,945 full-time jobs in District of Columbia in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 517 firms in District of Columbia that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	1,505
Rural Mileage	0
Urban Mileage	1,505
Number of Bridges	245
<b>Airports</b>	
Number of Airports	2
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,545
Transit Rail Route Miles	212
Number of Transit Agencies	1
<b>Freight Railroad</b>	
Railroad Miles	23
Number of Railroads	3
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	10
Total Shipments (1,000 tons)	108
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	1

*Transportation Facts:*

# Florida

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Florida has 121,386 miles of roadway. Of the state’s 26,093 miles of roadway eligible for federal aid, 5.0% are rated “not acceptable” and need major repairs or replacement.

Florida has 11,986 bridges. FHWA reports 15.3% of the state’s bridges are either “structurally deficient” (273 bridges) or “functionally obsolete” (1,557 bridges). It will cost an estimated \$8.2 billion to make needed bridge repairs on 696 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 2,369 fatal motor vehicle crashes, resulting in 2,558 fatalities in Florida during 2010. Of these, 39.3% of fatalities occurred on rural roads, 23.8% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Florida is 25.5 minutes. Getting there, 79.9% drive alone, 9.6% carpool and 2.0% take public transportation.

**Economic Impact of Transportation Construction in Florida**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 191,513 full-time jobs in Florida. These employees earn a total annual payroll of \$7.1 billion and contribute an estimated \$590 million in state and federal payroll tax revenue. This employment includes the equivalent of 95,405 full-time jobs directly involved in transportation infrastructure construction and related activities and 96,107 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 3,942,002 full-time jobs in Florida in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 28,540 firms in Florida that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	121,386
Rural Mileage	40,366
Urban Mileage	81,020
Number of Bridges	11,986
<b>Airports</b>	
Number of Airports	512
<b>Transit &amp; Rail</b>	
Bus Route Miles	3,652
Transit Rail Route Miles	206
Number of Transit Agencies	32
<b>Freight Railroad</b>	
Railroad Miles	2,907
Number of Railroads	14
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	1,540
Total Shipments (1,000 tons)	101,455
Domestic Shipments	51,884
Foreign Shipments	48,377
Intrastate Shipments	1,194
Number of waterway facilities	19

# Georgia

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Georgia has 121,632 miles of roadway. Of the state’s 30,961 miles of roadway eligible for federal aid, 7.2% are rated “not acceptable” and need major repairs or replacement.

Georgia has 14,694 bridges. FHWA reports 18.1% of the state’s bridges are either “structurally deficient” (901 bridges) or “functionally obsolete” (1,760 bridges). It will cost an estimated \$1.7 billion to make needed bridge repairs on 2,944 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 1,172 fatal motor vehicle crashes, resulting in 1,284 fatalities in Georgia during 2010. Of these, 51.3% of fatalities occurred on rural roads, 23.0% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Georgia is 27 minutes. Getting there, 79.3% drive alone, 10.3% carpool and 2.3% take public transportation.

## *Economic Impact of Transportation Construction in Georgia*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 100,675 full-time jobs in Georgia. These employees earn a total annual payroll of \$3.7 billion and contribute an estimated \$303 million in state and federal payroll tax revenue. This employment includes the equivalent of 50,153 full-time jobs directly involved in transportation infrastructure construction and related activities and 50,522 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 2,163,135 full-time jobs in Georgia in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 12,205 firms in Georgia that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	121,632
Rural Mileage	83,023
Urban Mileage	38,609
Number of Bridges	14,694
<b>Airports</b>	
Number of Airports	336
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,341
Transit Rail Route Miles	96
Number of Transit Agencies	17
<b>Freight Railroad</b>	
Railroad Miles	4,679
Number of Railroads	23
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	720
Total Shipments (1,000 tons)	37,120
Domestic Shipments	891
Foreign Shipments	35,310
Intrastate Shipments	919
Number of waterway facilities	5

# Hawaii

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Hawaii has 4,370 miles of roadway. Of the state’s 1,553 miles of roadway eligible for federal aid, 38.2% are rated “not acceptable” and need major repairs or replacement.

Hawaii has 1,132 bridges. FHWA reports 44.7% of the state’s bridges are either “structurally deficient” (144 bridges) or “functionally obsolete” (362 bridges). It will cost an estimated \$1.7 billion to make needed bridge repairs on 799 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 99 fatal motor vehicle crashes, resulting in 109 fatalities in Hawaii during 2010. Of these, 37.6% of fatalities occurred on rural roads, 32.3% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Hawaii is 25.5 minutes. Getting there, 66.6% drive alone, 13.8% carpool and 6.6% take public transportation.

## *Economic Impact of Transportation Construction in Hawaii*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 13,870 full-time jobs in Hawaii. These employees earn a total annual payroll of \$563.2 million and contribute an estimated \$51 million in state and federal payroll tax revenue. This employment includes the equivalent of 6,910 full-time jobs directly involved in transportation infrastructure construction and related activities and 6,960 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 338,145 full-time jobs in Hawaii in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 1,768 firms in Hawaii that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	4,370
Rural Mileage	2,052
Urban Mileage	2,318
Number of Bridges	1,132
<b>Airports</b>	
Number of Airports	32
<b>Transit &amp; Rail</b>	
Bus Route Miles	530
Transit Rail Route Miles	0
Number of Transit Agencies	2
<b>Freight Railroad</b>	
Railroad Miles	0
Number of Railroads	0
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	18,386
Domestic Shipments	4,604
Foreign Shipments	8,839
Intrastate Shipments	4,943
Number of waterway facilities	15

# Idaho

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Idaho has 48,180 miles of roadway. Of the state’s 11,203 miles of roadway eligible for federal aid, 22.2% are rated “not acceptable” and need major repairs or replacement.

Idaho has 4,164 bridges. FHWA reports 18.8% of the state’s bridges are either “structurally deficient” (371 bridges) or “functionally obsolete” (411 bridges). It will cost an estimated \$1.7 billion to make needed bridge repairs on 1,457 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 199 fatal motor vehicle crashes, resulting in 226 fatalities in Idaho during 2010. Of these, 77.9% of fatalities occurred on rural roads, 40.7% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	48,180
Rural Mileage	42,437
Urban Mileage	5,743
Number of Bridges	4,164
<b>Airports</b>	
Number of Airports	231
<b>Transit &amp; Rail</b>	
Bus Route Miles	173
Transit Rail Route Miles	0
Number of Transit Agencies	3
<b>Freight Railroad</b>	
Railroad Miles	1,627
Number of Railroads	12
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	110
Total Shipments (1,000 tons)	654
Domestic Shipments	654
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	1

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Idaho is 20.4 minutes. Getting there, 77.8% drive alone, 9.9% carpool and 0.8% take public transportation.

## *Economic Impact of Transportation Construction in Idaho*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 16,443 full-time jobs in Idaho. These employees earn a total annual payroll of \$607.5 million and contribute an estimated \$60 million in state and federal payroll tax revenue. This employment includes the equivalent of 8,191 full-time jobs directly involved in transportation infrastructure construction and related activities and 8,251 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 345,245 full-time jobs in Idaho in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 3,597 firms in Idaho that are in some way directly involved in transportation construction related work.

# Illinois

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Illinois has 139,577 miles of roadway. Of the state’s 35,348 miles of roadway eligible for federal aid, 13.5% are rated “not acceptable” and need major repairs or replacement.

Illinois has 26,436 bridges. FHWA reports 15.4% of the state’s bridges are either “structurally deficient” (2,319 bridges) or “functionally obsolete” (1,742 bridges). It will cost an estimated \$11.0 billion to make needed bridge repairs on 3,245 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 832 fatal motor vehicle crashes, resulting in 911 fatalities in Illinois during 2010. Of these, 42.4% of fatalities occurred on rural roads, 32.2% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Illinois is 27.9 minutes. Getting there, 73.8% drive alone, 8.7% carpool and 8.5% take public transportation.

## *Economic Impact of Transportation Construction in Illinois*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 138,701 full-time jobs in Illinois. These employees earn a total annual payroll of \$5.7 billion and contribute an estimated \$500 million in state and federal payroll tax revenue. This employment includes the equivalent of 69,096 full-time jobs directly involved in transportation infrastructure construction and related activities and 69,605 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 3,012,774 full-time jobs in Illinois in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 17,210 firms in Illinois that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	139,577
Rural Mileage	98,144
Urban Mileage	41,433
Number of Bridges	26,436
<b>Airports</b>	
Number of Airports	483
<b>Transit &amp; Rail</b>	
Bus Route Miles	3,964
Transit Rail Route Miles	1,188
Number of Transit Agencies	15
<b>Freight Railroad</b>	
Railroad Miles	7,028
Number of Railroads	41
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	1,100
Total Shipments (1,000 tons)	108,083
Domestic Shipments	93,934
Foreign Shipments	3,153
Intrastate Shipments	10,996
Number of waterway facilities	11

# Indiana

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Indiana has 95,680 miles of roadway. Of the state’s 23,058 miles of roadway eligible for federal aid, 13.9% are rated “not acceptable” and need major repairs or replacement.

Indiana has 18,640 bridges. FHWA reports 21.1% of the state’s bridges are either “structurally deficient” (2,043 bridges) or “functionally obsolete” (1,896 bridges). It will cost an estimated \$4.3 billion to make needed bridge repairs on 4,963 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 632 fatal motor vehicle crashes, resulting in 693 fatalities in Indiana during 2010. Of these, 60.3% of fatalities occurred on rural roads, 9.0% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Indiana is 23.2 minutes. Getting there, 83.8% drive alone, 8.5% carpool and 1.0% take public transportation.

## *Economic Impact of Transportation Construction in Indiana*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 62,958 full-time jobs in Indiana. These employees earn a total annual payroll of \$2.7 billion and contribute an estimated \$225 million in state and federal payroll tax revenue. This employment includes the equivalent of 31,364 full-time jobs directly involved in transportation infrastructure construction and related activities and 31,594 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,670,316 full-time jobs in Indiana in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 8,939 firms in Indiana that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	95,680
Rural Mileage	68,901
Urban Mileage	26,780
Number of Bridges	18,640
<b>Airports</b>	
Number of Airports	431
<b>Transit &amp; Rail</b>	
Bus Route Miles	666
Transit Rail Route Miles	180
Number of Transit Agencies	20
<b>Freight Railroad</b>	
Railroad Miles	4,273
Number of Railroads	42
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	350
Total Shipments (1,000 tons)	60,805
Domestic Shipments	56,654
Foreign Shipments	1,138
Intrastate Shipments	3,013
Number of waterway facilities	6

*Transportation Facts:*

# Iowa

***Scope & Condition of Roads & Bridges***

According to the Federal Highway Administration (FHWA), Iowa has 114,349 miles of roadway. Of the state’s 25,928 miles of roadway eligible for federal aid, 14.9% are rated “not acceptable” and need major repairs or replacement.

Iowa has 24,537 bridges. FHWA reports 27.0% of the state’s bridges are either “structurally deficient” (5,408 bridges) or “functionally obsolete” (1,211 bridges). It will cost an estimated \$5.4 million to make needed bridge repairs on 26 structures in the state.

***Road Safety***

The National Highway Traffic Safety Administration reports there were 339 fatal motor vehicle crashes, resulting in 372 fatalities in Iowa during 2010. Of these, 81.7% of fatalities occurred on rural roads, 35.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

***Commuting Patterns***

According to the U.S. Census Bureau, the average commute one-way to work in Iowa is 19.1 minutes. Getting there, 79.3% drive alone, 9.7% carpool and 1.1% take public transportation.

***Economic Impact of Transportation Construction in Iowa***

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 37,501 full-time jobs in Iowa. These employees earn a total annual payroll of \$1.5 billion and contribute an estimated \$137 million in state and federal payroll tax revenue. This employment includes the equivalent of 18,682 full-time jobs directly involved in transportation infrastructure construction and related activities and 18,819 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 868,350 full-time jobs in Iowa in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 5,056 firms in Iowa that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	114,349
Rural Mileage	102,993
Urban Mileage	11,355
Number of Bridges	24,537
<b>Airports</b>	
Number of Airports	197
<b>Transit &amp; Rail</b>	
Bus Route Miles	542
Transit Rail Route Miles	0
Number of Transit Agencies	12
<b>Freight Railroad</b>	
Railroad Miles	3,897
Number of Railroads	15
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	490
Total Shipments (1,000 tons)	10,470
Domestic Shipments	9,670
Foreign Shipments	0
Intrastate Shipments	800
Number of waterway facilities	3



# Kansas

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Kansas has 140,609 miles of roadway. Of the state’s 34,905 miles of roadway eligible for federal aid, 22.7% are rated “not acceptable” and need major repairs or replacement.

Kansas has 25,233 bridges. FHWA reports 18.2% of the state’s bridges are either “structurally deficient” (2,742 bridges) or “functionally obsolete” (1,852 bridges). It will cost an estimated \$3.1 billion to make needed bridge repairs on 11,637 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 348 fatal motor vehicle crashes, resulting in 386 fatalities in Kansas during 2010. Of these, 81.6% of fatalities occurred on rural roads, 26.1% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Kansas is 19.1 minutes. Getting there, 82.1% drive alone, 9.1% carpool and 0.5% take public transportation.

## *Economic Impact of Transportation Construction in Kansas*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 41,896 full-time jobs in Kansas. These employees earn a total annual payroll of \$1.6 billion and contribute an estimated \$140 million in state and federal payroll tax revenue. This employment includes the equivalent of 20,871 full-time jobs directly involved in transportation infrastructure construction and related activities and 21,025 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 752,137 full-time jobs in Kansas in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 4,401 firms in Kansas that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	140,609
Rural Mileage	127,859
Urban Mileage	12,750
Number of Bridges	25,233
<b>Airports</b>	
Number of Airports	347
<b>Transit &amp; Rail</b>	
Bus Route Miles	359
Transit Rail Route Miles	0
Number of Transit Agencies	5
<b>Freight Railroad</b>	
Railroad Miles	4,891
Number of Railroads	14
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	120
Total Shipments (1,000 tons)	239
Domestic Shipments	239
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

# Kentucky

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Kentucky has 78,963 miles of roadway. Of the state’s 13,896 miles of roadway eligible for federal aid, 2.3% are rated “not acceptable” and need major repairs or replacement.

Kentucky has 13,948 bridges. FHWA reports 30.5% of the state’s bridges are either “structurally deficient” (1,282 bridges) or “functionally obsolete” (2,975 bridges). It will cost an estimated \$2.6 billion to make needed bridge repairs on 3,117 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 730 fatal motor vehicle crashes, resulting in 791 fatalities in Kentucky during 2010. Of these, 81.5% of fatalities occurred on rural roads, 27.0% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Kentucky is 22.6 minutes. Getting there, 82.2% drive alone, 10.3% carpool and 1.1% take public transportation.

## *Economic Impact of Transportation Construction in Kentucky*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 40,906 full-time jobs in Kentucky. These employees earn a total annual payroll of \$1.5 billion and contribute an estimated \$128 million in state and federal payroll tax revenue. This employment includes the equivalent of 20,378 full-time jobs directly involved in transportation infrastructure construction and related activities and 20,528 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,087,520 full-time jobs in Kentucky in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 5,288 firms in Kentucky that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	78,963
Rural Mileage	66,380
Urban Mileage	12,583
Number of Bridges	13,948
<b>Airports</b>	
Number of Airports	158
<b>Transit &amp; Rail</b>	
Bus Route Miles	500
Transit Rail Route Miles	0
Number of Transit Agencies	4
<b>Freight Railroad</b>	
Railroad Miles	2,526
Number of Railroads	13
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	1,590
Total Shipments (1,000 tons)	91,357
Domestic Shipments	72,678
Foreign Shipments	0
Intrastate Shipments	18,679
Number of waterway facilities	7

# Louisiana

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Louisiana has 61,335 miles of roadway. Of the state’s 13,351 miles of roadway eligible for federal aid, 25.2% are rated “not acceptable” and need major repairs or replacement.

Louisiana has 13,153 bridges. FHWA reports 27.6% of the state’s bridges are either “structurally deficient” (1,637 bridges) or “functionally obsolete” (1,998 bridges). It will cost an estimated \$4.4 billion to make needed bridge repairs on 3,450 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 726 fatal motor vehicle crashes, resulting in 821 fatalities in Louisiana during 2010. Of these, 53.6% of fatalities occurred on rural roads, 31.3% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Louisiana is 24.8 minutes. Getting there, 81.7% drive alone, 10.7% carpool and 1.4% take public transportation.

## *Economic Impact of Transportation Construction in Louisiana*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 72,016 full-time jobs in Louisiana. These employees earn a total annual payroll of \$3.0 billion and contribute an estimated \$243 million in state and federal payroll tax revenue. This employment includes the equivalent of 35,876 full-time jobs directly involved in transportation infrastructure construction and related activities and 36,140 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,138,452 full-time jobs in Louisiana in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 6,755 firms in Louisiana that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	61,335
Rural Mileage	44,996
Urban Mileage	16,340
Number of Bridges	13,153
<b>Airports</b>	
Number of Airports	233
<b>Transit &amp; Rail</b>	
Bus Route Miles	385
Transit Rail Route Miles	25
Number of Transit Agencies	8
<b>Freight Railroad</b>	
Railroad Miles	2,858
Number of Railroads	17
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	2,820
Total Shipments (1,000 tons)	483,050
Domestic Shipments	213,285
Foreign Shipments	223,648
Intrastate Shipments	46,117
Number of waterway facilities	29

*Transportation Facts:*

# Maine

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Maine has 22,838 miles of roadway. Of the state’s 6,314 miles of roadway eligible for federal aid, 25.4% are rated “not acceptable” and need major repairs or replacement.

Maine has 2,402 bridges. FHWA reports 30.0% of the state’s bridges are either “structurally deficient” (342 bridges) or “functionally obsolete” (379 bridges). It will cost an estimated \$917.5 million to make needed bridge repairs on 774 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 153 fatal motor vehicle crashes, resulting in 159 fatalities in Maine during 2010. Of these, 92.5% of fatalities occurred on rural roads, 20.9% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Maine is 23.3 minutes. Getting there, 80.5% drive alone, 8.9% carpool and 0.5% take public transportation.

**Economic Impact of Transportation Construction in Maine**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 16,932 full-time jobs in Maine. These employees earn a total annual payroll of \$672.0 million and contribute an estimated \$59 million in state and federal payroll tax revenue. This employment includes the equivalent of 8,435 full-time jobs directly involved in transportation infrastructure construction and related activities and 8,497 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 343,911 full-time jobs in Maine in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 2,978 firms in Maine that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	22,838
Rural Mileage	19,843
Urban Mileage	2,995
Number of Bridges	2,402
<b>Airports</b>	
Number of Airports	117
<b>Transit &amp; Rail</b>	
Bus Route Miles	121
Transit Rail Route Miles	230
Number of Transit Agencies	7
<b>Freight Railroad</b>	
Railroad Miles	896
Number of Railroads	7
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	70
Total Shipments (1,000 tons)	20,907
Domestic Shipments	2,036
Foreign Shipments	18,702
Intrastate Shipments	170
Number of waterway facilities	44

# Maryland

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Maryland has 31,459 miles of roadway. Of the state’s 7,850 miles of roadway eligible for federal aid, 30.2% are rated “not acceptable” and need major repairs or replacement.

Maryland has 5,214 bridges. FHWA reports 25.1% of the state’s bridges are either “structurally deficient” (354 bridges) or “functionally obsolete” (954 bridges). It will cost an estimated \$1.7 billion to make needed bridge repairs on 1,571 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 513 fatal motor vehicle crashes, resulting in 547 fatalities in Maryland during 2010. Of these, 37.1% of fatalities occurred on rural roads, 28.7% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Maryland is 31.8 minutes. Getting there, 73.0% drive alone, 10.7% carpool and 8.6% take public transportation.

## *Economic Impact of Transportation Construction in Maryland*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 61,426 full-time jobs in Maryland. These employees earn a total annual payroll of \$2.5 billion and contribute an estimated \$225 million in state and federal payroll tax revenue. This employment includes the equivalent of 30,600 full-time jobs directly involved in transportation infrastructure construction and related activities and 30,826 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,184,840 full-time jobs in Maryland in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 8,144 firms in Maryland that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	31,459
Rural Mileage	14,071
Urban Mileage	17,389
Number of Bridges	5,214
<b>Airports</b>	
Number of Airports	152
<b>Transit &amp; Rail</b>	
Bus Route Miles	2,060
Transit Rail Route Miles	487
Number of Transit Agencies	12
<b>Freight Railroad</b>	
Railroad Miles	755
Number of Railroads	9
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	530
Total Shipments (1,000 tons)	45,277
Domestic Shipments	12,017
Foreign Shipments	31,813
Intrastate Shipments	1,447
Number of waterway facilities	7

*Transportation Facts:*

# Massachusetts

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Massachusetts has 36,177 miles of roadway. Of the state’s 11,102 miles of roadway eligible for federal aid, 13.7% are rated “not acceptable” and need major repairs or replacement.

Massachusetts has 5,099 bridges. FHWA reports 48.8% of the state’s bridges are either “structurally deficient” (517 bridges) or “functionally obsolete” (1,970 bridges). It will cost an estimated \$12.0 billion to make needed bridge repairs on 4,603 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 308 fatal motor vehicle crashes, resulting in 334 fatalities in Massachusetts during 2010. Of these, 10.5% of fatalities occurred on rural roads, 39.0% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Massachusetts is 27.6 minutes. Getting there, 72.8% drive alone, 7.8% carpool and 9.1% take public transportation.

**Economic Impact of Transportation Construction in Massachusetts**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 64,678 full-time jobs in Massachusetts. These employees earn a total annual payroll of \$2.7 billion and contribute an estimated \$250 million in state and federal payroll tax revenue. This employment includes the equivalent of 32,220 full-time jobs directly involved in transportation infrastructure construction and related activities and 32,458 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,552,727 full-time jobs in Massachusetts in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 10,304 firms in Massachusetts that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	36,177
Rural Mileage	7,981
Urban Mileage	28,196
Number of Bridges	5,099
<b>Airports</b>	
Number of Airports	78
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,689
Transit Rail Route Miles	865
Number of Transit Agencies	13
<b>Freight Railroad</b>	
Railroad Miles	896
Number of Railroads	11
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	90
Total Shipments (1,000 tons)	22,661
Domestic Shipments	8,132
Foreign Shipments	14,207
Intrastate Shipments	320
Number of waterway facilities	23

# Michigan

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Michigan has 121,650 miles of roadway. Of the state’s 36,353 miles of roadway eligible for federal aid, 17.6% are rated “not acceptable” and need major repairs or replacement.

Michigan has 10,957 bridges. FHWA reports 24.3% of the state’s bridges are either “structurally deficient” (1,288 bridges) or “functionally obsolete” (1,378 bridges). It will cost an estimated \$5.8 billion to make needed bridge repairs on 1,764 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 806 fatal motor vehicle crashes, resulting in 871 fatalities in Michigan during 2010. Of these, 45.7% of fatalities occurred on rural roads, 28.5% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Michigan is 23.9 minutes. Getting there, 83.3% drive alone, 8.6% carpool and 1.3% take public transportation.

## *Economic Impact of Transportation Construction in Michigan*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 72,989 full-time jobs in Michigan. These employees earn a total annual payroll of \$3.0 billion and contribute an estimated \$274 million in state and federal payroll tax revenue. This employment includes the equivalent of 36,360 full-time jobs directly involved in transportation infrastructure construction and related activities and 36,628 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 2,115,563 full-time jobs in Michigan in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 12,587 firms in Michigan that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	121,650
Rural Mileage	85,791
Urban Mileage	35,859
Number of Bridges	10,957
<b>Airports</b>	
Number of Airports	364
<b>Transit &amp; Rail</b>	
Bus Route Miles	2,083
Transit Rail Route Miles	3
Number of Transit Agencies	20
<b>Freight Railroad</b>	
Railroad Miles	3,634
Number of Railroads	26
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	59,067
Domestic Shipments	39,599
Foreign Shipments	9,410
Intrastate Shipments	10,059
Number of waterway facilities	24

*Transportation Facts:*

# Minnesota

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Minnesota has 138,239 miles of roadway. Of the state’s 32,909 miles of roadway eligible for federal aid, 7.6% are rated “not acceptable” and need major repairs or replacement.

Minnesota has 13,117 bridges. FHWA reports 11.1% of the state’s bridges are either “structurally deficient” (1,082 bridges) or “functionally obsolete” (379 bridges). It will cost an estimated \$1.3 billion to make needed bridge repairs on 2,454 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 371 fatal motor vehicle crashes, resulting in 421 fatalities in Minnesota during 2010. Of these, 67.0% of fatalities occurred on rural roads, 26.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Minnesota is 22.9 minutes. Getting there, 78.2% drive alone, 8.5% carpool and 3.5% take public transportation.

**Economic Impact of Transportation Construction in Minnesota**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 70,241 full-time jobs in Minnesota. These employees earn a total annual payroll of \$3.1 billion and contribute an estimated \$268 million in state and federal payroll tax revenue. This employment includes the equivalent of 34,992 full-time jobs directly involved in transportation infrastructure construction and related activities and 35,249 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,435,716 full-time jobs in Minnesota in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 9,557 firms in Minnesota that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	138,239
Rural Mileage	117,613
Urban Mileage	20,626
Number of Bridges	13,117
<b>Airports</b>	
Number of Airports	345
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,847
Transit Rail Route Miles	103
Number of Transit Agencies	7
<b>Freight Railroad</b>	
Railroad Miles	4,521
Number of Railroads	18
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	260
Total Shipments (1,000 tons)	40,408
Domestic Shipments	34,986
Foreign Shipments	4,428
Intrastate Shipments	994
Number of waterway facilities	5



# Mississippi

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Mississippi has 74,983 miles of roadway. Of the state’s 21,530 miles of roadway eligible for federal aid, 17.4% are rated “not acceptable” and need major repairs or replacement.

Mississippi has 17,032 bridges. FHWA reports 22.5% of the state’s bridges are either “structurally deficient” (2,480 bridges) or “functionally obsolete” (1,349 bridges). It will cost an estimated \$2.1 billion to make needed bridge repairs on 7,649 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 631 fatal motor vehicle crashes, resulting in 700 fatalities in Mississippi during 2010. Of these, 72.4% of fatalities occurred on rural roads, 26.5% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Mississippi is 23.8 minutes. Getting there, 84.1% drive alone, 10.0% carpool and 0.4% take public transportation.

## *Economic Impact of Transportation Construction in Mississippi*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 37,053 full-time jobs in Mississippi. These employees earn a total annual payroll of \$1.3 billion and contribute an estimated \$106 million in state and federal payroll tax revenue. This employment includes the equivalent of 18,459 full-time jobs directly involved in transportation infrastructure construction and related activities and 18,594 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 676,606 full-time jobs in Mississippi in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 3,224 firms in Mississippi that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	74,983
Rural Mileage	63,958
Urban Mileage	11,025
Number of Bridges	17,032
<b>Airports</b>	
Number of Airports	195
<b>Transit &amp; Rail</b>	
Bus Route Miles	90
Transit Rail Route Miles	0
Number of Transit Agencies	2
<b>Freight Railroad</b>	
Railroad Miles	2,454
Number of Railroads	27
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	870
Total Shipments (1,000 tons)	54,210
Domestic Shipments	25,305
Foreign Shipments	28,618
Intrastate Shipments	287
Number of waterway facilities	16

*Transportation Facts:*

# Missouri

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Missouri has 130,360 miles of roadway. Of the state’s 30,560 miles of roadway eligible for federal aid, 25.5% are rated “not acceptable” and need major repairs or replacement.

Missouri has 24,286 bridges. FHWA reports 27.7% of the state’s bridges are either “structurally deficient” (3,783 bridges) or “functionally obsolete” (2,937 bridges). It will cost an estimated \$5.3 billion to make needed bridge repairs on 5,843 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 786 fatal motor vehicle crashes, resulting in 878 fatalities in Missouri during 2010. Of these, 64.0% of fatalities occurred on rural roads, 29.6% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Missouri is 23 minutes. Getting there, 81.7% drive alone, 9.3% carpool and 1.6% take public transportation.

**Economic Impact of Transportation Construction in Missouri**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 71,229 full-time jobs in Missouri. These employees earn a total annual payroll of \$2.7 billion and contribute an estimated \$233 million in state and federal payroll tax revenue. This employment includes the equivalent of 35,484 full-time jobs directly involved in transportation infrastructure construction and related activities and 35,745 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,464,671 full-time jobs in Missouri in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 8,638 firms in Missouri that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	130,360
Rural Mileage	106,767
Urban Mileage	23,592
Number of Bridges	24,286
<b>Airports</b>	
Number of Airports	380
<b>Transit &amp; Rail</b>	
Bus Route Miles	782
Transit Rail Route Miles	91
Number of Transit Agencies	6
<b>Freight Railroad</b>	
Railroad Miles	4,019
Number of Railroads	17
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	1,030
Total Shipments (1,000 tons)	32,953
Domestic Shipments	27,660
Foreign Shipments	0
Intrastate Shipments	5,293
Number of waterway facilities	10

# Montana

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Montana has 73,626 miles of roadway. Of the state’s 14,614 miles of roadway eligible for federal aid, 5.4% are rated “not acceptable” and need major repairs or replacement.

Montana has 5,097 bridges. FHWA reports 17.0% of the state’s bridges are either “structurally deficient” (386 bridges) or “functionally obsolete” (480 bridges). It will cost an estimated \$3.0 billion to make needed bridge repairs on 807 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 198 fatal motor vehicle crashes, resulting in 221 fatalities in Montana during 2010. Of these, 91.9% of fatalities occurred on rural roads, 44.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Montana is 18.6 minutes. Getting there, 75.6% drive alone, 9.7% carpool and 0.8% take public transportation.

## *Economic Impact of Transportation Construction in Montana*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 16,741 full-time jobs in Montana. These employees earn a total annual payroll of \$642.4 million and contribute an estimated \$57 million in state and federal payroll tax revenue. This employment includes the equivalent of 8,340 full-time jobs directly involved in transportation infrastructure construction and related activities and 8,401 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 251,509 full-time jobs in Montana in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 3,004 firms in Montana that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	73,626
Rural Mileage	70,552
Urban Mileage	3,075
Number of Bridges	5,097
<b>Airports</b>	
Number of Airports	233
<b>Transit &amp; Rail</b>	
Bus Route Miles	86
Transit Rail Route Miles	0
Number of Transit Agencies	4
<b>Freight Railroad</b>	
Railroad Miles	3,173
Number of Railroads	8
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	320
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

*Transportation Facts:*

# Nebraska

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Nebraska has 93,633 miles of roadway. Of the state’s 20,583 miles of roadway eligible for federal aid, 7.1% are rated “not acceptable” and need major repairs or replacement.

Nebraska has 15,395 bridges. FHWA reports 24.2% of the state’s bridges are either “structurally deficient” (2,757 bridges) or “functionally obsolete” (974 bridges). It will cost an estimated \$5.4 billion to make needed bridge repairs on 6,122 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 205 fatal motor vehicle crashes, resulting in 223 fatalities in Nebraska during 2010. Of these, 83.0% of fatalities occurred on rural roads, 32.2% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Nebraska is 18.4 minutes. Getting there, 81.4% drive alone, 9.8% carpool and 0.6% take public transportation.

**Economic Impact of Transportation Construction in Nebraska**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 23,977 full-time jobs in Nebraska. These employees earn a total annual payroll of \$882.7 million and contribute an estimated \$77 million in state and federal payroll tax revenue. This employment includes the equivalent of 11,944 full-time jobs directly involved in transportation infrastructure construction and related activities and 12,032 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 500,967 full-time jobs in Nebraska in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 3,285 firms in Nebraska that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	93,633
Rural Mileage	87,218
Urban Mileage	6,414
Number of Bridges	15,395
<b>Airports</b>	
Number of Airports	207
<b>Transit &amp; Rail</b>	
Bus Route Miles	215
Transit Rail Route Miles	0
Number of Transit Agencies	2
<b>Freight Railroad</b>	
Railroad Miles	3,236
Number of Railroads	11
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	46
Domestic Shipments	46
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

# Nevada

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Nevada has 34,844 miles of roadway. Of the state’s 6,444 miles of roadway eligible for federal aid, 7.2% are rated “not acceptable” and need major repairs or replacement.

Nevada has 1,783 bridges. FHWA reports 12.1% of the state’s bridges are either “structurally deficient” (40 bridges) or “functionally obsolete” (176 bridges). It will cost an estimated \$355.8 million to make needed bridge repairs on 290 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 223 fatal motor vehicle crashes, resulting in 243 fatalities in Nevada during 2010. Of these, 43.6% of fatalities occurred on rural roads, 35.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Nevada is 23.3 minutes. Getting there, 78.3% drive alone, 11.0% carpool and 3.3% take public transportation.

## *Economic Impact of Transportation Construction in Nevada*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 28,176 full-time jobs in Nevada. These employees earn a total annual payroll of \$1.2 billion and contribute an estimated \$105 million in state and federal payroll tax revenue. This employment includes the equivalent of 14,036 full-time jobs directly involved in transportation infrastructure construction and related activities and 14,140 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 784,006 full-time jobs in Nevada in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 3,592 firms in Nevada that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	34,844
Rural Mileage	27,562
Urban Mileage	7,283
Number of Bridges	1,783
<b>Airports</b>	
Number of Airports	98
<b>Transit &amp; Rail</b>	
Bus Route Miles	810
Transit Rail Route Miles	0
Number of Transit Agencies	2
<b>Freight Railroad</b>	
Railroad Miles	1,192
Number of Railroads	2
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

*Transportation Facts:*  
**New Hampshire**

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), New Hampshire has 16,006 miles of roadway. Of the state’s 3,416 miles of roadway eligible for federal aid, 20.3% are rated “not acceptable” and need major repairs or replacement.

New Hampshire has 2,423 bridges. FHWA reports 30.8% of the state’s bridges are either “structurally deficient” (364 bridges) or “functionally obsolete” (382 bridges). It will cost an estimated \$9.5 billion to make needed bridge repairs on 3,807 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 97 fatal motor vehicle crashes, resulting in 110 fatalities in New Hampshire during 2010. Of these, 99.1% of fatalities occurred on rural roads, 13.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in New Hampshire is 25.9 minutes. Getting there, 81.6% drive alone, 7.7% carpool and 0.9% take public transportation.

**Economic Impact of Transportation Construction in New Hampshire**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 15,844 full-time jobs in New Hampshire. These employees earn a total annual payroll of \$633.4 million and contribute an estimated \$55 million in state and federal payroll tax revenue. This employment includes the equivalent of 7,893 full-time jobs directly involved in transportation infrastructure construction and related activities and 7,951 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 387,872 full-time jobs in New Hampshire in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 2,711 firms in New Hampshire that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	16,006
Rural Mileage	11,098
Urban Mileage	4,908
Number of Bridges	2,423
<b>Airports</b>	
Number of Airports	52
<b>Transit &amp; Rail</b>	
Bus Route Miles	99
Transit Rail Route Miles	0
Number of Transit Agencies	4
<b>Freight Railroad</b>	
Railroad Miles	426
Number of Railroads	9
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	10
Total Shipments (1,000 tons)	2,964
Domestic Shipments	554
Foreign Shipments	2,410
Intrastate Shipments	0
Number of waterway facilities	1

*Transportation Facts:*

# New Jersey

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), New Jersey has 38,837 miles of roadway. Of the state’s 10,319 miles of roadway eligible for federal aid, 45.7% are rated “not acceptable” and need major repairs or replacement.

New Jersey has 6,514 bridges. FHWA reports 35.1% of the state’s bridges are either “structurally deficient” (656 bridges) or “functionally obsolete” (1,632 bridges). It will cost an estimated \$5.5 billion to make needed bridge repairs on 2,210 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 549 fatal motor vehicle crashes, resulting in 583 fatalities in New Jersey during 2010. Of these, 12.2% of fatalities occurred on rural roads, 40.3% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in New Jersey is 30.3 minutes. Getting there, 72.3% drive alone, 8.4% carpool and 10.8% take public transportation.

## *Economic Impact of Transportation Construction in New Jersey*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 104,913 full-time jobs in New Jersey. These employees earn a total annual payroll of \$4.4 billion and contribute an estimated \$395 million in state and federal payroll tax revenue. This employment includes the equivalent of 52,264 full-time jobs directly involved in transportation infrastructure construction and related activities and 52,649 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,966,835 full-time jobs in New Jersey in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 12,072 firms in New Jersey that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	38,837
Rural Mileage	7,279
Urban Mileage	31,558
Number of Bridges	6,514
<b>Airports</b>	
Number of Airports	101
<b>Transit &amp; Rail</b>	
Bus Route Miles	3,697
Transit Rail Route Miles	1,176
Number of Transit Agencies	21
<b>Freight Railroad</b>	
Railroad Miles	983
Number of Railroads	18
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	360
Total Shipments (1,000 tons)	155,130
Domestic Shipments	54,320
Foreign Shipments	87,791
Intrastate Shipments	13,019
Number of waterway facilities	14

*Transportation Facts:*

# New Mexico

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), New Mexico has 68,384 miles of roadway. Of the state’s 11,501 miles of roadway eligible for federal aid, 27.7% are rated “not acceptable” and need major repairs or replacement.

New Mexico has 3,932 bridges. FHWA reports 16.2% of the state’s bridges are either “structurally deficient” (322 bridges) or “functionally obsolete” (314 bridges). It will cost an estimated \$720.0 million to make needed bridge repairs on 1,603 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 319 fatal motor vehicle crashes, resulting in 361 fatalities in New Mexico during 2010. Of these, 71.5% of fatalities occurred on rural roads, 95.0% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in New Mexico is 22.2 minutes. Getting there, 79.8% drive alone, 10.4% carpool and 1.2% take public transportation.

**Economic Impact of Transportation Construction in New Mexico**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 25,105 full-time jobs in New Mexico. These employees earn a total annual payroll of \$928.6 million and contribute an estimated \$79 million in state and federal payroll tax revenue. This employment includes the equivalent of 12,506 full-time jobs directly involved in transportation infrastructure construction and related activities and 12,598 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 416,967 full-time jobs in New Mexico in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 2,989 firms in New Mexico that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	68,384
Rural Mileage	60,392
Urban Mileage	7,992
Number of Bridges	3,932
<b>Airports</b>	
Number of Airports	144
<b>Transit &amp; Rail</b>	
Bus Route Miles	248
Transit Rail Route Miles	193
Number of Transit Agencies	4
<b>Freight Railroad</b>	
Railroad Miles	1,835
Number of Railroads	5
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0



*Transportation Facts:*

# New York

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), New York has 114,546 miles of roadway. Of the state’s 27,504 miles of roadway eligible for federal aid, 24.2% are rated “not acceptable” and need major repairs or replacement.

New York has 17,384 bridges. FHWA reports 37.0% of the state’s bridges are either “structurally deficient” (2,092 bridges) or “functionally obsolete” (4,337 bridges). It will cost an estimated \$35.2 billion to make needed bridge repairs on 14,457 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 1,067 fatal motor vehicle crashes, resulting in 1,156 fatalities in New York during 2010. Of these, 50.4% of fatalities occurred on rural roads, 29.9% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in New York is 31.3 minutes. Getting there, 54.4% drive alone, 6.9% carpool and 26.7% take public transportation.

**Economic Impact of Transportation Construction in New York**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 307,527 full-time jobs in New York. These employees earn a total annual payroll of \$10.4 billion and contribute an estimated \$887 million in state and federal payroll tax revenue. This employment includes the equivalent of 153,200 full-time jobs directly involved in transportation infrastructure construction and related activities and 154,327 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 3,976,994 full-time jobs in New York in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 23,428 firms in New York that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	114,546
Rural Mileage	66,116
Urban Mileage	48,431
Number of Bridges	17,384
<b>Airports</b>	
Number of Airports	396
<b>Transit &amp; Rail</b>	
Bus Route Miles	8,600
Transit Rail Route Miles	1,712
Number of Transit Agencies	41
<b>Freight Railroad</b>	
Railroad Miles	3,479
Number of Railroads	37
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	390
Total Shipments (1,000 tons)	50,492
Domestic Shipments	24,425
Foreign Shipments	21,179
Intrastate Shipments	4,888
Number of waterway facilities	27

# North Carolina

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), North Carolina has 105,103 miles of roadway. Of the state’s 22,022 miles of roadway eligible for federal aid, 8.2% are rated “not acceptable” and need major repairs or replacement.

North Carolina has 18,214 bridges. FHWA reports 27.1% of the state’s bridges are either “structurally deficient” (2,334 bridges) or “functionally obsolete” (2,603 bridges). It will cost an estimated \$3.7 billion to make needed bridge repairs on 6,089 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 1,208 fatal motor vehicle crashes, resulting in 1,314 fatalities in North Carolina during 2010. Of these, 73.4% of fatalities occurred on rural roads, 21.3% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in North Carolina is 23.4 minutes. Getting there, 81.9% drive alone, 10.1% carpool and 1.0% take public transportation.

## *Economic Impact of Transportation Construction in North Carolina*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 92,442 full-time jobs in North Carolina. These employees earn a total annual payroll of \$3.3 billion and contribute an estimated \$285 million in state and federal payroll tax revenue. This employment includes the equivalent of 46,052 full-time jobs directly involved in transportation infrastructure construction and related activities and 46,390 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 2,176,237 full-time jobs in North Carolina in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 13,709 firms in North Carolina that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	105,103
Rural Mileage	71,674
Urban Mileage	33,429
Number of Bridges	18,214
<b>Airports</b>	
Number of Airports	336
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,029
Transit Rail Route Miles	19
Number of Transit Agencies	16
<b>Freight Railroad</b>	
Railroad Miles	3,245
Number of Railroads	22
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	1,150
Total Shipments (1,000 tons)	12,011
Domestic Shipments	2,830
Foreign Shipments	7,108
Intrastate Shipments	2,073
Number of waterway facilities	3

*Transportation Facts:*  
**North Dakota**

***Scope & Condition of Roads & Bridges***

According to the Federal Highway Administration (FHWA), North Dakota has 86,844 miles of roadway. Of the state’s 18,304 miles of roadway eligible for federal aid, 6.2% are rated “not acceptable” and need major repairs or replacement.

North Dakota has 4,410 bridges. FHWA reports 21.3% of the state’s bridges are either “structurally deficient” (719 bridges) or “functionally obsolete” (222 bridges). It will cost an estimated \$277.1 million to make needed bridge repairs on 1,422 structures in the state.

***Road Safety***

The National Highway Traffic Safety Administration reports there were 116 fatal motor vehicle crashes, resulting in 140 fatalities in North Dakota during 2010. Of these, 96.4% of fatalities occurred on rural roads, 34.5% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

***Commuting Patterns***

According to the U.S. Census Bureau, the average commute one-way to work in North Dakota is 16.1 minutes. Getting there, 80.0% drive alone, 8.6% carpool and 0.7% take public transportation.

***Economic Impact of Transportation Construction in North Dakota***

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 11,510 full-time jobs in North Dakota. These employees earn a total annual payroll of \$488.5 million and contribute an estimated \$42 million in state and federal payroll tax revenue. This employment includes the equivalent of 5,734 full-time jobs directly involved in transportation infrastructure construction and related activities and 5,776 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 211,198 full-time jobs in North Dakota in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 1,552 firms in North Dakota that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	86,844
Rural Mileage	84,945
Urban Mileage	1,899
Number of Bridges	4,410
<b>Airports</b>	
Number of Airports	265
<b>Transit &amp; Rail</b>	
Bus Route Miles	74
Transit Rail Route Miles	0
Number of Transit Agencies	3
<b>Freight Railroad</b>	
Railroad Miles	3,346
Number of Railroads	8
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

**Transportation Facts:**

# Ohio

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Ohio has 122,973 miles of roadway. Of the state’s 29,154 miles of roadway eligible for federal aid, 5.7% are rated “not acceptable” and need major repairs or replacement.

Ohio has 27,403 bridges. FHWA reports 23.3% of the state’s bridges are either “structurally deficient” (2,654 bridges) or “functionally obsolete” (3,727 bridges). It will cost an estimated \$6.3 billion to make needed bridge repairs on 1,668 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 944 fatal motor vehicle crashes, resulting in 1,021 fatalities in Ohio during 2010. Of these, 64.5% of fatalities occurred on rural roads, 19.2% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Ohio is 22.8 minutes. Getting there, 83.8% drive alone, 7.8% carpool and 1.7% take public transportation.

**Economic Impact of Transportation Construction in Ohio**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 109,349 full-time jobs in Ohio. These employees earn a total annual payroll of \$4.2 billion and contribute an estimated \$365 million in state and federal payroll tax revenue. This employment includes the equivalent of 54,474 full-time jobs directly involved in transportation infrastructure construction and related activities and 54,875 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 2,748,764 full-time jobs in Ohio in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 14,162 firms in Ohio that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	122,973
Rural Mileage	78,260
Urban Mileage	44,713
Number of Bridges	27,403
<b>Airports</b>	
Number of Airports	493
<b>Transit &amp; Rail</b>	
Bus Route Miles	2,463
Transit Rail Route Miles	68
Number of Transit Agencies	24
<b>Freight Railroad</b>	
Railroad Miles	5,303
Number of Railroads	35
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	440
Total Shipments (1,000 tons)	98,986
Domestic Shipments	75,194
Foreign Shipments	13,305
Intrastate Shipments	10,488
Number of waterway facilities	9

# Oklahoma

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Oklahoma has 113,325 miles of roadway. Of the state’s 34,363 miles of roadway eligible for federal aid, 27.5% are rated “not acceptable” and need major repairs or replacement.

Oklahoma has 23,730 bridges. FHWA reports 28.6% of the state’s bridges are either “structurally deficient” (5,244 bridges) or “functionally obsolete” (1,540 bridges). It will cost an estimated \$22.5 billion to make needed bridge repairs on 23,636 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 647 fatal motor vehicle crashes, resulting in 738 fatalities in Oklahoma during 2010. Of these, 67.5% of fatalities occurred on rural roads, 29.7% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Oklahoma is 20.8 minutes. Getting there, 81.0% drive alone, 11.2% carpool and 0.5% take public transportation.

## *Economic Impact of Transportation Construction in Oklahoma*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 44,906 full-time jobs in Oklahoma. These employees earn a total annual payroll of \$1.6 billion and contribute an estimated \$134 million in state and federal payroll tax revenue. This employment includes the equivalent of 22,371 full-time jobs directly involved in transportation infrastructure construction and related activities and 22,535 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 870,341 full-time jobs in Oklahoma in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 5,695 firms in Oklahoma that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	113,325
Rural Mileage	97,268
Urban Mileage	16,057
Number of Bridges	23,730
<b>Airports</b>	
Number of Airports	305
<b>Transit &amp; Rail</b>	
Bus Route Miles	242
Transit Rail Route Miles	0
Number of Transit Agencies	4
<b>Freight Railroad</b>	
Railroad Miles	3,273
Number of Railroads	19
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	150
Total Shipments (1,000 tons)	5,020
Domestic Shipments	5,008
Foreign Shipments	0
Intrastate Shipments	12
Number of waterway facilities	2

## Transportation Facts:

# Oregon

### Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Oregon has 59,127 miles of roadway. Of the state's 18,091 miles of roadway eligible for federal aid, 8.3% are rated "not acceptable" and need major repairs or replacement.

Oregon has 7,353 bridges. FHWA reports 22.1% of the state's bridges are either "structurally deficient" (448 bridges) or "functionally obsolete" (1,175 bridges). It will cost an estimated \$3.3 billion to make needed bridge repairs on 1,623 structures in the state.

### Road Safety

The National Highway Traffic Safety Administration reports there were 331 fatal motor vehicle crashes, resulting in 377 fatalities in Oregon during 2010. Of these, 77.5% of fatalities occurred on rural roads, 36.3% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

### Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Oregon is 22.3 minutes. Getting there, 72.2% drive alone, 10.0% carpool and 4.2% take public transportation.

### Economic Impact of Transportation Construction in Oregon

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 44,454 full-time jobs in Oregon. These employees earn a total annual payroll of \$1.6 billion and contribute an estimated \$155 million in state and federal payroll tax revenue. This employment includes the equivalent of 22,146 full-time jobs directly involved in transportation infrastructure construction and related activities and 22,309 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 909,878 full-time jobs in Oregon in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state's transportation infrastructure network. According to the U.S. Census Bureau, there are at least 6,890 firms in Oregon that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
Highways, Roads & Bridges	
Total Road Mileage	59,127
Rural Mileage	46,234
Urban Mileage	12,894
Number of Bridges	7,353
Airports	
Number of Airports	322
Transit & Rail	
Bus Route Miles	994
Transit Rail Route Miles	142
Number of Transit Agencies	8
Freight Railroad	
Railroad Miles	2,395
Number of Railroads	17
Ports & Waterways	
Miles of inland waterways	680
Total Shipments (1,000 tons)	30,198
Domestic Shipments	8,312
Foreign Shipments	19,472
Intrastate Shipments	2,414
Number of waterway facilities	11

*Transportation Facts:*

# Pennsylvania

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), Pennsylvania has 121,772 miles of roadway. Of the state’s 28,189 miles of roadway eligible for federal aid, 25.2% are rated “not acceptable” and need major repairs or replacement.

Pennsylvania has 22,320 bridges. FHWA reports 41.7% of the state’s bridges are either “structurally deficient” (5,563 bridges) or “functionally obsolete” (3,749 bridges). It will cost an estimated \$13.7 million to make needed bridge repairs on 4,620 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 1,143 fatal motor vehicle crashes, resulting in 1,256 fatalities in Pennsylvania during 2010. Of these, 51.7% of fatalities occurred on rural roads, 27.5% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in Pennsylvania is 25.9 minutes. Getting there, 77.0% drive alone, 8.8% carpool and 5.4% take public transportation.

**Economic Impact of Transportation Construction in Pennsylvania**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 166,199 full-time jobs in Pennsylvania. These employees earn a total annual payroll of \$6.4 billion and contribute an estimated \$581 million in state and federal payroll tax revenue. This employment includes the equivalent of 82,795 full-time jobs directly involved in transportation infrastructure construction and related activities and 83,404 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 3,052,767 full-time jobs in Pennsylvania in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 16,707 firms in Pennsylvania that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	121,772
Rural Mileage	76,484
Urban Mileage	45,288
Number of Bridges	22,320
<b>Airports</b>	
Number of Airports	433
<b>Transit &amp; Rail</b>	
Bus Route Miles	3,508
Transit Rail Route Miles	797
Number of Transit Agencies	24
<b>Freight Railroad</b>	
Railroad Miles	5,071
Number of Railroads	55
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	260
Total Shipments (1,000 tons)	90,373
Domestic Shipments	43,407
Foreign Shipments	36,921
Intrastate Shipments	10,045
Number of waterway facilities	6

*Transportation Facts:*

# Rhode Island

***Scope & Condition of Roads & Bridges***

According to the Federal Highway Administration (FHWA), Rhode Island has 6,401 miles of roadway. Of the state’s 1,759 miles of roadway eligible for federal aid, 25.8% are rated “not acceptable” and need major repairs or replacement.

Rhode Island has 751 bridges. FHWA reports 50.7% of the state’s bridges are either “structurally deficient” (158 bridges) or “functionally obsolete” (223 bridges). It will cost an estimated \$2.6 billion to make needed bridge repairs on 711 structures in the state.

***Road Safety***

The National Highway Traffic Safety Administration reports there were 76 fatal motor vehicle crashes, resulting in 83 fatalities in Rhode Island during 2010. Of these, 20.5% of fatalities occurred on rural roads, 21.1% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

***Commuting Patterns***

According to the U.S. Census Bureau, the average commute one-way to work in Rhode Island is 22.9 minutes. Getting there, 80.3% drive alone, 8.2% carpool and 2.8% take public transportation.

***Economic Impact of Transportation Construction in Rhode Island***

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 9,667 full-time jobs in Rhode Island. These employees earn a total annual payroll of \$383.1 million and contribute an estimated \$37 million in state and federal payroll tax revenue. This employment includes the equivalent of 4,816 full-time jobs directly involved in transportation infrastructure construction and related activities and 4,851 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 233,019 full-time jobs in Rhode Island in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 1,716 firms in Rhode Island that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	6,401
Rural Mileage	1,214
Urban Mileage	5,187
Number of Bridges	751
<b>Airports</b>	
Number of Airports	9
<b>Transit &amp; Rail</b>	
Bus Route Miles	359
Transit Rail Route Miles	0
Number of Transit Agencies	1
<b>Freight Railroad</b>	
Railroad Miles	19
Number of Railroads	1
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	40
Total Shipments (1,000 tons)	8,315
Domestic Shipments	3,296
Foreign Shipments	4,969
Intrastate Shipments	50
Number of waterway facilities	6



*Transportation Facts:*  
**South Carolina**

***Scope & Condition of Roads & Bridges***

According to the Federal Highway Administration (FHWA), South Carolina has 66,262 miles of roadway. Of the state’s 21,016 miles of roadway eligible for federal aid, 13.2% are rated “not acceptable” and need major repairs or replacement.

South Carolina has 9,270 bridges. FHWA reports 21.0% of the state’s bridges are either “structurally deficient” (1,155 bridges) or “functionally obsolete” (788 bridges). It will cost an estimated \$1.1 billion to make needed bridge repairs on 1,782 structures in the state.

***Road Safety***

The National Highway Traffic Safety Administration reports there were 817 fatal motor vehicle crashes, resulting in 894 fatalities in South Carolina during 2010. Of these, 98.2% of fatalities occurred on rural roads, 34.6% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

***Commuting Patterns***

According to the U.S. Census Bureau, the average commute one-way to work in South Carolina is 23.5 minutes. Getting there, 82.9% drive alone, 9.3% carpool and 0.5% take public transportation.

***Economic Impact of Transportation Construction in South Carolina***

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 44,626 full-time jobs in South Carolina. These employees earn a total annual payroll of \$1.6 billion and contribute an estimated \$134 million in state and federal payroll tax revenue. This employment includes the equivalent of 22,231 full-time jobs directly involved in transportation infrastructure construction and related activities and 22,395 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,054,832 full-time jobs in South Carolina in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 6,184 firms in South Carolina that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	66,262
Rural Mileage	49,840
Urban Mileage	16,422
Number of Bridges	9,270
<b>Airports</b>	
Number of Airports	158
<b>Transit &amp; Rail</b>	
Bus Route Miles	414
Transit Rail Route Miles	0
Number of Transit Agencies	8
<b>Freight Railroad</b>	
Railroad Miles	2,293
Number of Railroads	14
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	480
Total Shipments (1,000 tons)	18,110
Domestic Shipments	2,445
Foreign Shipments	15,125
Intrastate Shipments	540
Number of waterway facilities	3

*Transportation Facts:*

# South Dakota

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), South Dakota has 82,149 miles of roadway. Of the state’s 19,826 miles of roadway eligible for federal aid, 13.3% are rated “not acceptable” and need major repairs or replacement.

South Dakota has 5,877 bridges. FHWA reports 24.4% of the state’s bridges are either “structurally deficient” (1,217 bridges) or “functionally obsolete” (218 bridges). It will cost an estimated \$633.8 million to make needed bridge repairs on 2,546 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 112 fatal motor vehicle crashes, resulting in 131 fatalities in South Dakota during 2010. Of these, 91.6% of fatalities occurred on rural roads, 33.9% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in South Dakota is 16.8 minutes. Getting there, 78.2% drive alone, 10.0% carpool and 0.5% take public transportation.

**Economic Impact of Transportation Construction in South Dakota**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 11,330 full-time jobs in South Dakota. These employees earn a total annual payroll of \$423.3 million and contribute an estimated \$36 million in state and federal payroll tax revenue. This employment includes the equivalent of 5,644 full-time jobs directly involved in transportation infrastructure construction and related activities and 5,686 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 234,531 full-time jobs in South Dakota in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 1,800 firms in South Dakota that are in some way directly involved in transportation construction related work.

Transportation Network Profile	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	82,149
Rural Mileage	79,217
Urban Mileage	2,932
Number of Bridges	5,877
<b>Airports</b>	
Number of Airports	144
<b>Transit &amp; Rail</b>	
Bus Route Miles	83
Transit Rail Route Miles	0
Number of Transit Agencies	2
<b>Freight Railroad</b>	
Railroad Miles	1,754
Number of Railroads	9
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	80
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

# Tennessee

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Tennessee has 93,251 miles of roadway. Of the state’s 17,681 miles of roadway eligible for federal aid, 7.4% are rated “not acceptable” and need major repairs or replacement.

Tennessee has 19,937 bridges. FHWA reports 19.3% of the state’s bridges are either “structurally deficient” (1,260 bridges) or “functionally obsolete” (2,595 bridges). It will cost an estimated \$8.6 billion to make needed bridge repairs on 7,719 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 918 fatal motor vehicle crashes, resulting in 989 fatalities in Tennessee during 2010. Of these, 58.3% of fatalities occurred on rural roads, 24.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Tennessee is 24 minutes. Getting there, 83.6% drive alone, 10.0% carpool and 0.7% take public transportation.

## *Economic Impact of Transportation Construction in Tennessee*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 62,314 full-time jobs in Tennessee. These employees earn a total annual payroll of \$2.2 billion and contribute an estimated \$192 million in state and federal payroll tax revenue. This employment includes the equivalent of 31,043 full-time jobs directly involved in transportation infrastructure construction and related activities and 31,271 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,530,720 full-time jobs in Tennessee in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 6,904 firms in Tennessee that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	93,251
Rural Mileage	69,594
Urban Mileage	23,657
Number of Bridges	19,937
<b>Airports</b>	
Number of Airports	210
<b>Transit &amp; Rail</b>	
Bus Route Miles	757
Transit Rail Route Miles	75
Number of Transit Agencies	12
<b>Freight Railroad</b>	
Railroad Miles	2,656
Number of Railroads	25
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	950
Total Shipments (1,000 tons)	34,314
Domestic Shipments	32,497
Foreign Shipments	0
Intrastate Shipments	1,817
Number of waterway facilities	5

# Texas

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Texas has 306,404 miles of roadway. Of the state’s 82,894 miles of roadway eligible for federal aid, 10.5% are rated “not acceptable” and need major repairs or replacement.

Texas has 51,878 bridges. FHWA reports 17.5% of the state’s bridges are either “structurally deficient” (1,533 bridges) or “functionally obsolete” (7,530 bridges). It will cost an estimated \$9.4 billion to make needed bridge repairs on 13,690 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 2,776 fatal motor vehicle crashes, resulting in 3,071 fatalities in Texas during 2010. Of these, 53.5% of fatalities occurred on rural roads, 38.5% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Texas is 24.6 minutes. Getting there, 79.8% drive alone, 11.1% carpool and 1.5% take public transportation.

## *Economic Impact of Transportation Construction in Texas*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 303,364 full-time jobs in Texas. These employees earn a total annual payroll of \$11.6 billion and contribute an estimated \$977 million in state and federal payroll tax revenue. This employment includes the equivalent of 151,126 full-time jobs directly involved in transportation infrastructure construction and related activities and 152,238 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 5,806,670 full-time jobs in Texas in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 30,679 firms in Texas that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	306,404
Rural Mileage	212,999
Urban Mileage	93,405
Number of Bridges	51,878
<b>Airports</b>	
Number of Airports	1,459
<b>Transit &amp; Rail</b>	
Bus Route Miles	4,612
Transit Rail Route Miles	249
Number of Transit Agencies	32
<b>Freight Railroad</b>	
Railroad Miles	10,384
Number of Railroads	47
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	830
Total Shipments (1,000 tons)	486,658
Domestic Shipments	60,453
Foreign Shipments	365,496
Intrastate Shipments	60,709
Number of waterway facilities	23

# Utah

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Utah has 44,878 miles of roadway. Of the state’s 8,860 miles of roadway eligible for federal aid, 7.4% are rated “not acceptable” and need major repairs or replacement.

Utah has 2,946 bridges. FHWA reports 14.1% of the state’s bridges are either “structurally deficient” (121 bridges) or “functionally obsolete” (293 bridges). It will cost an estimated \$21.0 million to make needed bridge repairs on 25 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 217 fatal motor vehicle crashes, resulting in 244 fatalities in Utah during 2010. Of these, 63.1% of fatalities occurred on rural roads, 43.8% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Utah is 21.2 minutes. Getting there, 77.6% drive alone, 11.2% carpool and 2.1% take public transportation.

## *Economic Impact of Transportation Construction in Utah*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 30,428 full-time jobs in Utah. These employees earn a total annual payroll of \$1.2 billion and contribute an estimated \$97 million in state and federal payroll tax revenue. This employment includes the equivalent of 15,158 full-time jobs directly involved in transportation infrastructure construction and related activities and 15,270 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 668,157 full-time jobs in Utah in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 5,245 firms in Utah that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	44,878
Rural Mileage	33,732
Urban Mileage	11,146
Number of Bridges	2,946
<b>Airports</b>	
Number of Airports	90
<b>Transit &amp; Rail</b>	
Bus Route Miles	551
Transit Rail Route Miles	127
Number of Transit Agencies	2
<b>Freight Railroad</b>	
Railroad Miles	1,356
Number of Railroads	8
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

# Vermont

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Vermont has 14,436 miles of roadway. Of the state’s 3,870 miles of roadway eligible for federal aid, 34.6% are rated “not acceptable” and need major repairs or replacement.

Vermont has 2,717 bridges. FHWA reports 29.8% of the state’s bridges are either “structurally deficient” (254 bridges) or “functionally obsolete” (557 bridges). It will cost an estimated \$1.0 billion to make needed bridge repairs on 1,307 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 69 fatal motor vehicle crashes, resulting in 74 fatalities in Vermont during 2010. Of these, 90.5% of fatalities occurred on rural roads, 36.2% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Vermont is 21.7 minutes. Getting there, 74.9% drive alone, 9.5% carpool and 1.3% take public transportation.

## *Economic Impact of Transportation Construction in Vermont*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 8,065 full-time jobs in Vermont. These employees earn a total annual payroll of \$292.9 million and contribute an estimated \$26 million in state and federal payroll tax revenue. This employment includes the equivalent of 4,018 full-time jobs directly involved in transportation infrastructure construction and related activities and 4,047 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 184,677 full-time jobs in Vermont in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 1,655 firms in Vermont that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	14,436
Rural Mileage	13,013
Urban Mileage	1,424
Number of Bridges	2,717
<b>Airports</b>	
Number of Airports	62
<b>Transit &amp; Rail</b>	
Bus Route Miles	53
Transit Rail Route Miles	0
Number of Transit Agencies	1
<b>Freight Railroad</b>	
Railroad Miles	590
Number of Railroads	8
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	1

# Virginia

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Virginia has 74,181 miles of roadway. Of the state’s 21,488 miles of roadway eligible for federal aid, 7.4% are rated “not acceptable” and need major repairs or replacement.

Virginia has 13,524 bridges. FHWA reports 25.2% of the state’s bridges are either “structurally deficient” (1,261 bridges) or “functionally obsolete” (2,141 bridges). It will cost an estimated \$7.8 billion to make needed bridge repairs on 5,951 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 695 fatal motor vehicle crashes, resulting in 757 fatalities in Virginia during 2010. Of these, 55.4% of fatalities occurred on rural roads, 33.2% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Virginia is 27.5 minutes. Getting there, 77.1% drive alone, 10.0% carpool and 4.4% take public transportation.

## *Economic Impact of Transportation Construction in Virginia*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 93,931 full-time jobs in Virginia. These employees earn a total annual payroll of \$3.7 billion and contribute an estimated \$301 million in state and federal payroll tax revenue. This employment includes the equivalent of 46,793 full-time jobs directly involved in transportation infrastructure construction and related activities and 47,137 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,798,052 full-time jobs in Virginia in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 12,243 firms in Virginia that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	74,181
Rural Mileage	50,386
Urban Mileage	23,795
Number of Bridges	13,524
<b>Airports</b>	
Number of Airports	2
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,327
Transit Rail Route Miles	161
Number of Transit Agencies	20
<b>Freight Railroad</b>	
Railroad Miles	3,214
Number of Railroads	9
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	670
Total Shipments (1,000 tons)	69,095
Domestic Shipments	10,841
Foreign Shipments	54,939
Intrastate Shipments	3,315
Number of waterway facilities	10

# Washington

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Washington has 83,505 miles of roadway. Of the state’s 19,689 miles of roadway eligible for federal aid, 14.6% are rated “not acceptable” and need major repairs or replacement.

Washington has 7,743 bridges. FHWA reports 25.0% of the state’s bridges are either “structurally deficient” (391 bridges) or “functionally obsolete” (1,548 bridges). It will cost an estimated \$54.8 billion to make needed bridge repairs on 5,452 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 453 fatal motor vehicle crashes, resulting in 492 fatalities in Washington during 2010. Of these, 63.4% of fatalities occurred on rural roads, 21.6% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Washington is 25.1 minutes. Getting there, 73.0% drive alone, 10.5% carpool and 5.5% take public transportation.

## *Economic Impact of Transportation Construction in Washington*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 93,819 full-time jobs in Washington. These employees earn a total annual payroll of \$3.6 billion and contribute an estimated \$333 million in state and federal payroll tax revenue. This employment includes the equivalent of 46,737 full-time jobs directly involved in transportation infrastructure construction and related activities and 47,081 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,498,034 full-time jobs in Washington in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 12,140 firms in Washington that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	83,505
Rural Mileage	60,316
Urban Mileage	23,189
Number of Bridges	7,743
<b>Airports</b>	
Number of Airports	368
<b>Transit &amp; Rail</b>	
Bus Route Miles	3,254
Transit Rail Route Miles	186
Number of Transit Agencies	19
<b>Freight Railroad</b>	
Railroad Miles	3,215
Number of Railroads	23
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	1,060
Total Shipments (1,000 tons)	112,314
Domestic Shipments	31,780
Foreign Shipments	72,272
Intrastate Shipments	8,261
Number of waterway facilities	42



*Transportation Facts:*  
**West Virginia**

**Scope & Condition of Roads & Bridges**

According to the Federal Highway Administration (FHWA), West Virginia has 38,598 miles of roadway. Of the state’s 10,433 miles of roadway eligible for federal aid, 28.0% are rated “not acceptable” and need major repairs or replacement.

West Virginia has 7,099 bridges. FHWA reports 35.2% of the state’s bridges are either “structurally deficient” (990 bridges) or “functionally obsolete” (1,511 bridges). It will cost an estimated \$2.6 billion to make needed bridge repairs on 3,536 structures in the state.

**Road Safety**

The National Highway Traffic Safety Administration reports there were 324 fatal motor vehicle crashes, resulting in 356 fatalities in West Virginia during 2010. Of these, 70.5% of fatalities occurred on rural roads, 32.4% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

**Commuting Patterns**

According to the U.S. Census Bureau, the average commute one-way to work in West Virginia is 25.6 minutes. Getting there, 82.9% drive alone, 9.4% carpool and 0.7% take public transportation.

**Economic Impact of Transportation Construction in West Virginia**

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 22,458 full-time jobs in West Virginia. These employees earn a total annual payroll of \$764.6 million and contribute an estimated \$68 million in state and federal payroll tax revenue. This employment includes the equivalent of 11,188 full-time jobs directly involved in transportation infrastructure construction and related activities and 11,270 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 400,050 full-time jobs in West Virginia in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 2,258 firms in West Virginia that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	38,598
Rural Mileage	33,232
Urban Mileage	5,366
Number of Bridges	7,099
<b>Airports</b>	
Number of Airports	76
<b>Transit &amp; Rail</b>	
Bus Route Miles	173
Transit Rail Route Miles	0
Number of Transit Agencies	5
<b>Freight Railroad</b>	
Railroad Miles	2,228
Number of Railroads	9
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	680
Total Shipments (1,000 tons)	69,704
Domestic Shipments	57,376
Foreign Shipments	0
Intrastate Shipments	12,328
Number of waterway facilities	0

# Wisconsin

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Wisconsin has 114,843 miles of roadway. Of the state’s 28,295 miles of roadway eligible for federal aid, 16.8% are rated “not acceptable” and need major repairs or replacement.

Wisconsin has 14,024 bridges. FHWA reports 13.5% of the state’s bridges are either “structurally deficient” (1,204 bridges) or “functionally obsolete” (694 bridges). It will cost an estimated \$1.5 billion to make needed bridge repairs on 1,978 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 505 fatal motor vehicle crashes, resulting in 561 fatalities in Wisconsin during 2010. Of these, 67.9% of fatalities occurred on rural roads, 25.1% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Wisconsin is 21.6 minutes. Getting there, 80.5% drive alone, 8.8% carpool and 1.7% take public transportation.

## *Economic Impact of Transportation Construction in Wisconsin*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 53,096 full-time jobs in Wisconsin. These employees earn a total annual payroll of \$2.3 billion and contribute an estimated \$204 million in state and federal payroll tax revenue. This employment includes the equivalent of 26,451 full-time jobs directly involved in transportation infrastructure construction and related activities and 26,645 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 1,567,646 full-time jobs in Wisconsin in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 8,551 firms in Wisconsin that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	114,843
Rural Mileage	92,572
Urban Mileage	22,271
Number of Bridges	14,024
<b>Airports</b>	
Number of Airports	440
<b>Transit &amp; Rail</b>	
Bus Route Miles	1,130
Transit Rail Route Miles	2
Number of Transit Agencies	17
<b>Freight Railroad</b>	
Railroad Miles	3,387
Number of Railroads	8
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	230
Total Shipments (1,000 tons)	34,494
Domestic Shipments	27,036
Foreign Shipments	7,227
Intrastate Shipments	231
Number of waterway facilities	12

# Wyoming

## *Scope & Condition of Roads & Bridges*

According to the Federal Highway Administration (FHWA), Wyoming has 28,105 miles of roadway. Of the state’s 7,944 miles of roadway eligible for federal aid, 8.5% are rated “not acceptable” and need major repairs or replacement.

Wyoming has 3,068 bridges. FHWA reports 21.9% of the state’s bridges are either “structurally deficient” (411 bridges) or “functionally obsolete” (261 bridges). It will cost an estimated \$198.4 million to make needed bridge repairs on 1,182 structures in the state.

## *Road Safety*

The National Highway Traffic Safety Administration reports there were 116 fatal motor vehicle crashes, resulting in 134 fatalities in Wyoming during 2010. Of these, 85.8% of fatalities occurred on rural roads, 48.3% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

## *Commuting Patterns*

According to the U.S. Census Bureau, the average commute one-way to work in Wyoming is 18.3 minutes. Getting there, 75.9% drive alone, 11.1% carpool and 1.7% take public transportation.

## *Economic Impact of Transportation Construction in Wyoming*

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 11,701 full-time jobs in Wyoming. These employees earn a total annual payroll of \$444.2 million and contribute an estimated \$40 million in state and federal payroll tax revenue. This employment includes the equivalent of 5,829 full-time jobs directly involved in transportation infrastructure construction and related activities and 5,872 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 170,550 full-time jobs in Wyoming in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 1,825 firms in Wyoming that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	28,105
Rural Mileage	25,392
Urban Mileage	2,713
Number of Bridges	3,068
<b>Airports</b>	
Number of Airports	94
<b>Transit &amp; Rail</b>	
Bus Route Miles	39
Transit Rail Route Miles	0
Number of Transit Agencies	2
<b>Freight Railroad</b>	
Railroad Miles	1,860
Number of Railroads	4
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	0
Total Shipments (1,000 tons)	0
Domestic Shipments	0
Foreign Shipments	0
Intrastate Shipments	0
Number of waterway facilities	0

*Transportation Facts:*  
**United States**

***Scope & Condition of Roads & Bridges***

According to the Federal Highway Administration (FHWA), the United States has 4,046,474 miles of roadway. Of the state’s 992,115 miles of roadway eligible for federal aid, 16.2% are rated “not acceptable” and need major repairs or replacement.

The United States has 602,881 bridges. FHWA reports 23.7% of the nation’s bridges are either “structurally deficient” (67,275 bridges) or “functionally obsolete” (75,507 bridges). It will cost an estimated \$316.6 billion to make needed bridge repairs on 201,958 structures across the country.

***Road Safety***

The National Highway Traffic Safety Administration reports there were 30,797 fatal motor vehicle crashes, resulting in 33,808 fatalities in the United States during 2010. Of these, 57% of fatalities occurred on rural roads, 30.1% on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

***Commuting Patterns***

According to the U.S. Census Bureau, the average commute one-way to work in United States is 25.5 minutes. Getting there, 76.6% drive alone, 9.7% carpool and 4.9% take public transportation.

***Economic Impact of Transportation Construction in United States***

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 3,496,394 full-time jobs in United States. These employees earn a total annual payroll of \$135.17 billion and contribute an estimated \$11.7 billion in state and federal payroll tax revenue. This employment includes the equivalent of 1,741,788 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,754,606 that are sustained by transportation design and construction industry employee and company spending throughout the region’s economy.

Additionally, the existence of more than 70,989,005 full-time jobs in United States in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the state’s transportation infrastructure network. According to the U.S. Census Bureau, there are at least 434,525 firms in United States that are in some way directly involved in transportation construction related work.

<b>Transportation Network Profile</b>	
<b>Highways, Roads &amp; Bridges</b>	
Total Road Mileage	4,046,474
Rural Mileage	2,973,909
Urban Mileage	1,072,565
Number of Bridges	602,881
<b>Airports</b>	
Number of Airports	13,117
<b>Transit &amp; Rail</b>	
Bus Route Miles	74,080
Transit Rail Route Miles	11,714
Number of Transit Agencies	605
<b>Freight Railroad</b>	
Railroad Miles	138,623
Number of Railroads	834
<b>Ports &amp; Waterways</b>	
Miles of inland waterways	29,620
Total Shipments (1,000 tons)	2,834,520
Domestic Shipments	1,209,257
Foreign Shipments	1,355,392
Intrastate Shipments	269,761
Number of waterway facilities	531

# State Transportation Tables

## U.S. Transportation Construction Industry Employment By State

State	Direct Employment	# as % of National Total	Induced Employment	# as % of National Total	Total Employment*	National Rank
Alabama	29,567	1.7%	29,785	1.7%	59,352	22
Alaska	7,238	0.4%	7,291	0.4%	14,529	44
Arizona	28,492	1.6%	28,702	1.6%	57,194	23
Arkansas	16,559	1.0%	16,681	1.0%	33,240	32
California	173,374	10.0%	174,650	10.0%	348,024	1
Colorado	32,139	1.8%	32,376	1.8%	64,515	18
Connecticut	15,822	0.9%	15,938	0.9%	31,761	33
Delaware	7,171	0.4%	7,224	0.4%	14,395	45
District of Columbia	13,161	0.8%	13,257	0.8%	26,418	36
Florida	95,405	5.5%	96,107	5.5%	191,513	4
Georgia	50,153	2.9%	50,522	2.9%	100,675	9
Hawaii	6,910	0.4%	6,960	0.4%	13,870	46
Idaho	8,191	0.5%	8,251	0.5%	16,443	42
Illinois	69,096	4.0%	69,605	4.0%	138,701	6
Indiana	31,364	1.8%	31,594	1.8%	62,958	19
Iowa	18,682	1.1%	18,819	1.1%	37,501	30
Kansas	20,871	1.2%	21,025	1.2%	41,896	28
Kentucky	20,378	1.2%	20,528	1.2%	40,906	29
Louisiana	35,876	2.1%	36,140	2.1%	72,016	14
Maine	8,435	0.5%	8,497	0.5%	16,932	40
Maryland	30,600	1.8%	30,826	1.8%	61,426	21
Massachusetts	32,220	1.8%	32,458	1.8%	64,678	17
Michigan	36,360	2.1%	36,628	2.1%	72,989	13
Minnesota	34,992	2.0%	35,249	2.0%	70,241	16
Mississippi	18,459	1.1%	18,594	1.1%	37,053	31
Missouri	35,484	2.0%	35,745	2.0%	71,229	15
Montana	8,340	0.5%	8,401	0.5%	16,741	41
Nebraska	11,944	0.7%	12,032	0.7%	23,977	38
Nevada	14,036	0.8%	14,140	0.8%	28,176	35
New Hampshire	7,893	0.5%	7,951	0.5%	15,844	43
New Jersey	52,264	3.0%	52,649	3.0%	104,913	8
New Mexico	12,506	0.7%	12,598	0.7%	25,105	37
New York	153,200	8.8%	154,327	8.8%	307,527	2
North Carolina	46,052	2.6%	46,390	2.6%	92,442	12
North Dakota	5,734	0.3%	5,776	0.3%	11,510	48
Ohio	54,474	3.1%	54,875	3.1%	109,349	7
Oklahoma	22,371	1.3%	22,535	1.3%	44,906	25
Oregon	22,146	1.3%	22,309	1.3%	44,454	27
Pennsylvania	82,795	4.8%	83,404	4.8%	166,199	5
Rhode Island	4,816	0.3%	4,851	0.3%	9,667	50
South Carolina	22,231	1.3%	22,395	1.3%	44,626	26
South Dakota	5,644	0.3%	5,686	0.3%	11,330	49
Tennessee	31,043	1.8%	31,271	1.8%	62,314	20
Texas	151,126	8.7%	152,238	8.7%	303,364	3
Utah	15,158	0.9%	15,270	0.9%	30,428	34
Vermont	4,018	0.2%	4,047	0.2%	8,065	51
Virginia	46,793	2.7%	47,137	2.7%	93,931	10
Washington	46,737	2.7%	47,081	2.7%	93,819	11
West Virginia	11,188	0.6%	11,270	0.6%	22,458	39
Wisconsin	26,451	1.5%	26,645	1.5%	53,096	24
Wyoming	5,829	0.3%	5,872	0.3%	11,701	47
U.S. Total	1,741,788	100.0%	1,754,606	100.0%	3,496,394	

\* Total employment numbers in the following tables may be slightly different due to rounding

## U.S. Transportation Construction Industry Direct Employment Payroll Impact By State

State	Direct Payroll (in millions)	Percent of National TC Total	National Rank
Alabama	\$765.2	1.4%	24
Alaska	\$338.2	0.6%	37
Arizona	\$988.5	1.8%	22
Arkansas	\$368.5	0.7%	35
California	\$5,921.9	11.0%	1
Colorado	\$1,162.9	2.2%	18
Connecticut	\$734.0	1.4%	25
Delaware	\$180.8	0.3%	47
District of Columbia	\$231.2	0.4%	44
Florida	\$2,651.5	4.9%	4
Georgia	\$1,318.3	2.5%	12
Hawaii	\$240.0	0.4%	43
Idaho	\$224.3	0.4%	45
Illinois	\$2,483.5	4.6%	6
Indiana	\$1,190.7	2.2%	16
Iowa	\$628.1	1.2%	27
Kansas	\$633.3	1.2%	26
Kentucky	\$518.2	1.0%	32
Louisiana	\$1,316.8	2.5%	13
Maine	\$277.4	0.5%	39
Maryland	\$1,117.6	2.1%	19
Massachusetts	\$1,231.5	2.3%	15
Michigan	\$1,297.3	2.4%	14
Minnesota	\$1,428.8	2.7%	11
Mississippi	\$430.2	0.8%	34
Missouri	\$1,077.4	2.0%	20
Montana	\$252.2	0.5%	41
Nebraska	\$323.9	0.6%	38
Nevada	\$581.3	1.1%	30
New Hampshire	\$264.2	0.5%	40
New Jersey	\$1,961.2	3.7%	7
New Mexico	\$343.6	0.6%	36
New York	\$3,227.6	6.0%	3
North Carolina	\$1,169.6	2.2%	17
North Dakota	\$220.2	0.4%	46
Ohio	\$1,690.3	3.1%	8
Oklahoma	\$603.4	1.1%	28
Oregon	\$585.3	1.1%	29
Pennsylvania	\$2,529.6	4.7%	5
Rhode Island	\$157.8	0.3%	50
South Carolina	\$579.1	1.1%	31
South Dakota	\$159.3	0.3%	49
Tennessee	\$774.0	1.4%	23
Texas	\$4,541.9	8.5%	2
Utah	\$479.6	0.9%	33
Vermont	\$104.9	0.2%	51
Virginia	\$1,510.6	2.8%	9
Washington	\$1,443.5	2.7%	10
West Virginia	\$241.2	0.4%	42
Wisconsin	\$1,014.2	1.9%	21
Wyoming	\$171.5	0.3%	48
<b>U.S. Total</b>	<b>\$53,686.1</b>	<b>100.0%</b>	

## U.S. Transportation Construction Industry Direct Employment Contribution to State and Federal Payroll Tax Collections By State

State	State Payroll Tax Contribution (in millions)	Percent of National TC Total	National Rank	Fed Payroll Tax Contribution (in millions)	Percent of National TC Total	National Rank
Alabama	\$7.3	1.4%	24	\$58.5	1.4%	24
Alaska	\$4.7	0.9%	33	\$25.9	0.6%	37
Arizona	\$4.9	0.9%	29	\$75.6	1.8%	22
Arkansas	\$4.9	0.9%	30	\$28.2	0.7%	35
California	\$58.0	11.0%	1	\$453.0	11.0%	1
Colorado	\$7.7	1.5%	22	\$89.0	2.2%	18
Connecticut	\$8.1	1.5%	21	\$56.2	1.4%	25
Delaware	\$1.2	0.2%	50	\$13.8	0.3%	47
District of Columbia	\$1.1	0.2%	51	\$17.7	0.4%	44
Florida	\$17.0	3.2%	10	\$202.8	4.9%	4
Georgia	\$8.2	1.5%	20	\$100.9	2.5%	12
Hawaii	\$3.2	0.6%	36	\$18.4	0.4%	43
Idaho	\$4.9	0.9%	31	\$17.2	0.4%	45
Illinois	\$27.3	5.2%	5	\$190.0	4.6%	6
Indiana	\$9.5	1.8%	17	\$91.1	2.2%	16
Iowa	\$9.4	1.8%	18	\$48.0	1.2%	27
Kansas	\$6.5	1.2%	26	\$48.4	1.2%	26
Kentucky	\$5.5	1.0%	28	\$39.6	1.0%	32
Louisiana	\$6.1	1.1%	27	\$100.7	2.5%	13
Maine	\$3.2	0.6%	37	\$21.2	0.5%	39
Maryland	\$13.0	2.5%	14	\$85.5	2.1%	19
Massachusetts	\$18.0	3.4%	9	\$94.2	2.3%	15
Michigan	\$19.3	3.7%	8	\$99.2	2.4%	14
Minnesota	\$15.4	2.9%	12	\$109.3	2.7%	11
Mississippi	\$2.2	0.4%	46	\$32.9	0.8%	34
Missouri	\$9.3	1.8%	19	\$82.4	2.0%	20
Montana	\$3.0	0.6%	38	\$19.3	0.5%	41
Nebraska	\$3.5	0.7%	35	\$24.8	0.6%	38
Nevada	\$4.8	0.9%	32	\$44.5	1.1%	30
New Hampshire	\$2.6	0.5%	43	\$20.2	0.5%	40
New Jersey	\$25.7	4.9%	6	\$150.0	3.7%	7
New Mexico	\$2.8	0.5%	42	\$26.3	0.6%	36
New York	\$28.4	5.4%	4	\$246.9	6.0%	3
North Carolina	\$10.9	2.1%	16	\$89.5	2.2%	17
North Dakota	\$1.9	0.4%	47	\$16.8	0.4%	46
Ohio	\$16.4	3.1%	11	\$129.3	3.1%	8
Oklahoma	\$2.8	0.5%	41	\$46.2	1.1%	28
Oregon	\$11.2	2.1%	15	\$44.8	1.1%	29
Pennsylvania	\$35.9	6.8%	2	\$193.5	4.7%	5
Rhode Island	\$3.0	0.6%	40	\$12.1	0.3%	50
South Carolina	\$3.7	0.7%	34	\$44.3	1.1%	31
South Dakota	\$1.5	0.3%	48	\$12.2	0.3%	49
Tennessee	\$7.7	1.4%	23	\$59.2	1.4%	23
Texas	\$34.5	6.5%	3	\$347.5	8.5%	2
Utah	\$2.4	0.4%	45	\$36.7	0.9%	33
Vermont	\$1.3	0.2%	49	\$8.0	0.2%	51
Virginia	\$7.3	1.4%	25	\$115.6	2.8%	9
Washington	\$21.9	4.1%	7	\$110.4	2.7%	10
West Virginia	\$3.0	0.6%	39	\$18.5	0.4%	42
Wisconsin	\$14.3	2.7%	13	\$77.6	1.9%	21
Wyoming	\$2.4	0.5%	44	\$13.1	0.3%	48
<b>U.S. Total</b>	<b>\$529.0</b>	<b>100.0%</b>		<b>\$4,107.0</b>	<b>100.0%</b>	



## U.S. Highway and Bridge Construction Firms: State Presence and Transportation Construction (TC) Employment Impact By State

State	Number of TC Firms (& Sole Proprietorships) in State	# as % of National Total	National Rank/# of Firms	Total Employment Generated by TC Firms	TC Employment as % of Nat'l Total	Nat'l Rank / TC Employment
Alabama	347	1.9%	19	6,815	2.1%	18
Alaska	125	0.7%	42	1,351	0.4%	44
Arizona	269	1.5%	26	8,197	2.5%	13
Arkansas	324	1.8%	21	3,234	1.0%	34
California	1,431	7.9%	2	25,140	7.6%	2
Colorado	371	2.1%	16	7,195	2.2%	16
Connecticut	177	1.0%	35	2,348	0.7%	36
Delaware	53	0.3%	49	1,440	0.4%	43
District of Columbia	10	0.1%	51	1,057	0.3%	48
Florida	891	4.9%	3	20,009	6.1%	3
Georgia	551	3.1%	9	11,366	3.5%	8
Hawaii	54	0.3%	48	1,288	0.4%	46
Idaho	180	1.0%	33	1,664	0.5%	41
Illinois	683	3.8%	5	8,443	2.6%	12
Indiana	308	1.7%	22	7,025	2.1%	17
Iowa	202	1.1%	32	3,701	1.1%	27
Kansas	211	1.2%	31	5,744	1.7%	22
Kentucky	246	1.4%	29	3,856	1.2%	26
Louisiana	364	2.0%	18	10,332	3.1%	9
Maine	180	1.0%	34	1,773	0.5%	40
Maryland	306	1.7%	23	5,559	1.7%	23
Massachusetts	370	2.1%	17	3,349	1.0%	33
Michigan	446	2.5%	13	3,461	1.1%	31
Minnesota	489	2.7%	11	9,155	2.8%	10
Mississippi	241	1.3%	30	5,247	1.6%	24
Missouri	401	2.2%	14	6,675	2.0%	19
Montana	152	0.8%	37	2,272	0.7%	37
Nebraska	132	0.7%	40	1,991	0.6%	38
Nevada	110	0.6%	44	3,565	1.1%	29
New Hampshire	130	0.7%	41	1,523	0.5%	42
New Jersey	449	2.5%	12	7,940	2.4%	15
New Mexico	138	0.8%	38	3,560	1.1%	30
New York	784	4.4%	4	15,135	4.6%	5
North Carolina	683	3.8%	6	12,378	3.8%	6
North Dakota	124	0.7%	43	1,932	0.6%	39
Ohio	596	3.3%	8	8,630	2.6%	11
Oklahoma	276	1.5%	25	5,827	1.8%	21
Oregon	303	1.7%	24	3,591	1.1%	28
Pennsylvania	632	3.5%	7	17,472	5.3%	4
Rhode Island	52	0.3%	50	544	0.2%	50
South Carolina	266	1.5%	27	5,104	1.6%	25
South Dakota	137	0.8%	39	970	0.3%	49
Tennessee	342	1.9%	20	6,448	2.0%	20
Texas	1,865	10.4%	1	34,852	10.6%	1
Utah	158	0.9%	36	3,058	0.9%	35
Vermont	57	0.3%	47	291	0.1%	51
Virginia	548	3.0%	10	12,131	3.7%	7
Washington	384	2.1%	15	8,086	2.5%	14
West Virginia	106	0.6%	45	1,279	0.4%	47
Wisconsin	261	1.4%	28	3,439	1.0%	32
Wyoming	89	0.5%	46	1,298	0.4%	45
<b>U.S. Total</b>	<b>18,004</b>	<b>100.0%</b>		<b>328,740</b>	<b>100.0%</b>	

## U.S. Other Construction Firms: State Presence and Transportation Construction (TC) Employment Impact By State

State	Number of Firms (& Sole Proprietorships) in State	# as % of National Total	National Rank/# of Firms	Total Employment in State	Total Employment Generated by TC
Alabama	7,964	1.2%	29	86,469	3,484
Alaska	2,363	0.4%	49	17,766	710
Arizona	11,784	1.8%	21	118,391	4,964
Arkansas	5,346	0.8%	35	42,425	1,923
California	65,448	9.8%	1	584,508	25,198
Colorado	16,393	2.5%	15	122,322	5,398
Connecticut	7,984	1.2%	28	49,699	2,174
Delaware	2,322	0.3%	50	18,255	631
District of Columbia	410	0.1%	51	5,823	164
Florida	44,140	6.6%	3	292,025	14,825
Georgia	17,039	2.6%	13	145,672	6,298
Hawaii	2,664	0.4%	47	26,895	1,161
Idaho	6,208	0.9%	33	29,571	1,403
Illinois	28,526	4.3%	5	188,037	8,034
Indiana	13,473	2.0%	20	109,331	4,523
Iowa	8,397	1.3%	26	54,045	2,122
Kansas	6,867	1.0%	32	53,576	2,069
Kentucky	7,562	1.1%	31	63,428	2,782
Louisiana	8,186	1.2%	27	130,451	8,277
Maine	4,903	0.7%	37	22,844	1,140
Maryland	14,221	2.1%	17	141,379	5,780
Massachusetts	16,474	2.5%	14	102,760	4,058
Michigan	18,434	2.8%	12	108,402	4,106
Minnesota	15,979	2.4%	16	89,196	3,921
Mississippi	4,212	0.6%	40	41,241	1,835
Missouri	13,500	2.0%	19	106,182	4,564
Montana	4,994	0.7%	36	20,938	1,347
Nebraska	5,677	0.9%	34	38,917	1,586
Nevada	4,872	0.7%	38	60,165	2,592
New Hampshire	3,944	0.6%	41	22,142	835
New Jersey	20,363	3.1%	9	130,449	6,244
New Mexico	4,626	0.7%	39	39,974	1,846
New York	44,398	6.7%	2	298,044	11,424
North Carolina	22,532	3.4%	7	170,674	6,543
North Dakota	2,479	0.4%	48	17,853	692
Ohio	20,077	3.0%	11	160,009	5,428
Oklahoma	7,879	1.2%	30	61,165	2,835
Oregon	11,475	1.7%	22	66,168	2,818
Pennsylvania	26,253	3.9%	6	214,621	8,523
Rhode Island	3,033	0.5%	44	16,036	543
South Carolina	9,442	1.4%	24	84,305	3,226
South Dakota	3,052	0.5%	43	17,727	740
Tennessee	9,736	1.5%	23	96,291	4,170
Texas	38,211	5.7%	4	533,821	28,359
Utah	8,667	1.3%	25	59,406	2,515
Vermont	2,735	0.4%	45	13,179	579
Virginia	20,290	3.0%	10	170,488	8,399
Washington	20,604	3.1%	8	138,992	6,309
West Virginia	3,572	0.5%	42	27,584	1,740
Wisconsin	14,060	2.1%	18	88,970	3,085
Wyoming	2,668	0.4%	46	17,687	853
<b>U.S. Total</b>	<b>666,438</b>	<b>100.0%</b>		<b>5,316,298</b>	<b>234,777</b>

## State and Local Transportation Agency (TA) Employment

State	Number of Employees	Percent of U.S. TA Total	National Rank/ # of TA Employees
Alabama	13,036	1.6%	17
Alaska	4,207	0.5%	40
Arizona	8,998	1.1%	29
Arkansas	8,075	1.0%	33
California	84,023	10.2%	2
Colorado	12,911	1.6%	19
Connecticut	7,336	0.9%	34
Delaware	4,098	0.5%	42
District of Columbia	10,833	1.3%	25
Florida	37,779	4.6%	5
Georgia	20,987	2.6%	10
Hawaii	3,145	0.4%	46
Idaho	3,546	0.4%	45
Illinois	36,485	4.4%	6
Indiana	11,775	1.4%	22
Iowa	9,011	1.1%	28
Kansas	9,433	1.1%	26
Kentucky	8,890	1.1%	30
Louisiana	11,370	1.4%	24
Maine	4,139	0.5%	41
Maryland	12,671	1.5%	21
Massachusetts	17,145	2.1%	13
Michigan	17,860	2.2%	11
Minnesota	15,624	1.9%	15
Mississippi	8,746	1.1%	32
Missouri	16,942	2.1%	14
Montana	3,794	0.5%	44
Nebraska	5,900	0.7%	37
Nevada	4,745	0.6%	39
New Hampshire	3,866	0.5%	43
New Jersey	28,380	3.4%	7
New Mexico	5,338	0.6%	38
New York	109,051	13.3%	1
North Carolina	17,547	2.1%	12
North Dakota	2,355	0.3%	51
Ohio	26,723	3.2%	8
Oklahoma	9,217	1.1%	27
Oregon	11,543	1.4%	23
Pennsylvania	41,214	5.0%	4
Rhode Island	2,596	0.3%	49
South Carolina	8,803	1.1%	31
South Dakota	2,903	0.4%	48
Tennessee	13,035	1.6%	18
Texas	55,193	6.7%	3
Utah	6,151	0.7%	36
Vermont	2,424	0.3%	50
Virginia	15,151	1.8%	16
Washington	25,701	3.1%	9
West Virginia	6,700	0.8%	35
Wisconsin	12,697	1.5%	20
Wyoming	2,928	0.4%	47
<b>U.S. Total</b>	<b>823,020</b>	<b>100.0%</b>	

## U.S. Architecture, Design & Engineering Firms (ADE): State Presence and Transportation Construction (TC) Employment Impact By State

State	Number Of ADE Firms in State	# of ADE Firms as % of National Total	National Rank/# of ADE Firms	Total ADE Employment in State	Total ADE Employment Generated by TC	TC Employment as % of Nat Total	National Rank/TC ADE Employment
Alabama	4,676	1.4%	25	31,157	1,448	2.0%	17
Alaska	1,010	0.3%	46	8,024	373	0.5%	37
Arizona	7,163	2.1%	16	25,464	1,184	1.7%	19
Arkansas	2,130	0.6%	35	8,366	389	0.5%	35
California	49,766	14.8%	1	196,004	9,112	12.8%	1
Colorado	10,105	3.0%	10	41,780	1,942	2.7%	13
Connecticut	4,572	1.4%	26	16,248	755	1.1%	27
Delaware	831	0.2%	48	3,267	152	0.2%	47
District of Columbia	858	0.3%	47	7,851	365	0.5%	38
Florida	23,690	7.0%	3	80,266	3,731	5.2%	3
Georgia	10,235	3.0%	9	41,003	1,906	2.7%	14
Hawaii	1,721	0.5%	40	6,566	305	0.4%	40
Idaho	1,896	0.6%	38	9,340	434	0.6%	34
Illinois	11,134	3.3%	6	51,796	2,408	3.4%	8
Indiana	5,135	1.5%	19	24,462	1,137	1.6%	21
Iowa	1,738	0.5%	39	7,080	329	0.5%	39
Kansas	2,236	0.7%	34	12,198	567	0.8%	32
Kentucky	3,244	1.0%	30	14,040	653	0.9%	30
Louisiana	5,049	1.5%	21	29,908	1,390	1.9%	18
Maine	1,921	0.6%	37	5,943	276	0.4%	42
Maryland	6,403	1.9%	17	46,112	2,144	3.0%	9
Massachusetts	9,428	2.8%	12	43,826	2,037	2.9%	12
Michigan	10,810	3.2%	7	57,278	2,663	3.7%	7
Minnesota	5,068	1.5%	20	20,997	976	1.4%	24
Mississippi	2,391	0.7%	32	8,038	374	0.5%	36
Missouri	4,812	1.4%	23	23,850	1,109	1.6%	22
Montana	1,433	0.4%	41	4,813	224	0.3%	45
Nebraska	1,181	0.4%	43	6,240	290	0.4%	41
Nevada	2,625	0.8%	31	14,132	657	0.9%	29
New Hampshire	2,103	0.6%	36	5,893	274	0.4%	43
New Jersey	9,284	2.8%	13	44,538	2,070	2.9%	11
New Mexico	2,342	0.7%	33	11,655	542	0.8%	33
New York	19,548	5.8%	4	72,088	3,351	4.7%	5
North Carolina	9,525	2.8%	11	32,503	1,511	2.1%	16
North Dakota	540	0.2%	51	2,703	126	0.2%	50
Ohio	10,438	3.1%	8	45,730	2,126	3.0%	10
Oklahoma	3,602	1.1%	28	13,309	619	0.9%	31
Oregon	4,690	1.4%	24	17,194	799	1.1%	26
Pennsylvania	11,779	3.5%	5	66,284	3,081	4.3%	6
Rhode Island	1,171	0.3%	44	4,097	190	0.3%	46
South Carolina	4,440	1.3%	27	21,464	998	1.4%	23
South Dakota	585	0.2%	50	2,262	105	0.1%	51
Tennessee	6,050	1.8%	18	24,608	1,144	1.6%	20
Texas	28,614	8.5%	2	167,518	7,788	10.9%	2
Utah	3,318	1.0%	29	14,320	666	0.9%	28
Vermont	1,136	0.3%	45	2,917	136	0.2%	49
Virginia	8,263	2.5%	15	73,304	3,408	4.8%	4
Washington	8,592	2.6%	14	37,607	1,748	2.5%	15
West Virginia	1,210	0.4%	42	5,171	240	0.3%	44
Wisconsin	4,878	1.5%	22	20,448	951	1.3%	25
Wyoming	803	0.2%	49	3,129	145	0.2%	48
<b>U.S. Total</b>	<b>336,172</b>	<b>100.0%</b>		<b>1,534,790</b>	<b>71,350</b>	<b>100%</b>	

## U.S. Asphalt Firms: State Presence and Transportation Construction (TC) Employment Impact By State

State	Number of Firms in State	# of Firms as % of National Total	National Rank/# of Firms	Total Employment in State	Total Employment Generated by TC	TC Employment as % of National Total	National Rank/TC Employment
Alabama	23	1.5%	22	888	251	3.8%	8
Alaska	18	1.2%	28	122	27	0.4%	37
Arizona	36	2.3%	16	415	101	1.5%	25
Arkansas	23	1.5%	23	401	113	1.7%	22
California	150	9.6%	1	2,173	560	8.5%	2
Colorado	16	1.0%	32	424	107	1.6%	24
Connecticut	31	2.0%	17	160	35	0.5%	30
Delaware	8	0.5%	40	123	33	0.5%	33
District of Columbia	0	0.0%	49		0	0.0%	51
Florida	48	3.1%	8	1,896	441	6.7%	4
Georgia	78	5.0%	6	977	271	4.1%	6
Hawaii	0	0.0%	50		0	0.0%	50
Idaho	3	0.2%	46	37	8	0.1%	43
Illinois	49	3.2%	7	806	215	3.2%	11
Indiana	48	3.1%	9	782	218	3.3%	10
Iowa	6	0.4%	42	76	17	0.3%	41
Kansas	17	1.1%	29	309	86	1.3%	27
Kentucky	40	2.6%	13	129	30	0.4%	36
Louisiana	14	0.9%	34	365	87	1.3%	26
Maine	21	1.4%	25	129	31	0.5%	35
Maryland	29	1.9%	18	466	123	1.9%	19
Massachusetts	44	2.8%	10	602	147	2.2%	17
Michigan	28	1.8%	19	491	114	1.7%	21
Minnesota	16	1.0%	30	648	191	2.9%	13
Mississippi	15	1.0%	33	300	80	1.2%	28
Missouri	39	2.5%	14	758	199	3.0%	12
Montana	3	0.2%	45	12	3	0.0%	46
Nebraska	3	0.2%	47	19	4	0.1%	45
Nevada	6	0.4%	41	122	34	0.5%	32
New Hampshire	21	1.4%	24	161	36	0.5%	29
New Jersey	37	2.4%	15	755	185	2.8%	15
New Mexico	12	0.8%	36	112	25	0.4%	38
New York	125	8.0%	2	1,121	253	3.8%	7
North Carolina	41	2.6%	12	623	168	2.5%	16
North Dakota	0	0.0%	51		0	0.0%	49
Ohio	100	6.4%	4	1,762	471	7.1%	3
Oklahoma	24	1.5%	20	973	237	3.6%	9
Oregon	21	1.4%	27	440	123	1.9%	18
Pennsylvania	112	7.2%	3	1,744	423	6.4%	5
Rhode Island	2	0.1%	48	9	2	0.0%	47
South Carolina	21	1.4%	26	156	34	0.5%	31
South Dakota	3	0.2%	44	8	2	0.0%	48
Tennessee	42	2.7%	11	509	120	1.8%	20
Texas	96	6.2%	5	2,405	627	9.5%	1
Utah	14	0.9%	35	139	32	0.5%	34
Vermont	9	0.6%	39	31	7	0.1%	44
Virginia	24	1.5%	21	768	186	2.8%	14
Washington	16	1.0%	31	417	113	1.7%	23
West Virginia	9	0.6%	38	79	18	0.3%	40
Wisconsin	10	0.6%	37	62	14	0.2%	42
Wyoming	4	0.3%	43	84	21	0.3%	39
<b>U.S. Total</b>	<b>1,555</b>	<b>100.0%</b>		<b>25,986</b>	<b>6,620</b>	<b>100.0%</b>	

## U.S. Concrete and Cement Firms: State Presence and Transportation Construction (TC) Employment Impact By State

State	Number of Firms in State	# of Firms as % of National Total	National Rank/# of Firms	Total Employment in State	Total Employment Generated by TC	TC Employment as % of National Total	National Rank/TC Employment
Alabama	174	2.1%	19	2,304	254	1.7%	18
Alaska	27	0.3%	46	133	14	0.1%	44
Arizona	152	1.9%	23	2,778	312	2.1%	13
Arkansas	151	1.9%	24	1,517	167	1.1%	34
California	567	7.0%	2	12,150	1,357	9.3%	2
Colorado	133	1.6%	26	2,672	297	2.0%	16
Connecticut	58	0.7%	38	983	109	0.7%	36
Delaware	21	0.3%	49	402	45	0.3%	43
District of Columbia	5	0.1%	51	122	13	0.1%	48
Florida	445	5.5%	3	8,397	937	6.4%	3
Georgia	291	3.6%	7	4,353	482	3.3%	8
Hawaii	23	0.3%	47	684	76	0.5%	46
Idaho	41	0.5%	41	588	64	0.4%	41
Illinois	320	3.9%	6	4,695	526	3.6%	12
Indiana	242	3.0%	12	3,308	367	2.5%	17
Iowa	225	2.8%	14	2,221	246	1.7%	27
Kansas	120	1.5%	28	2,456	271	1.9%	22
Kentucky	164	2.0%	20	1,961	216	1.5%	26
Louisiana	143	1.8%	25	2,644	297	2.0%	9
Maine	31	0.4%	45	463	51	0.3%	40
Maryland	83	1.0%	32	1,382	151	1.0%	23
Massachusetts	75	0.9%	33	1,608	178	1.2%	33
Michigan	252	3.1%	10	2,281	259	1.8%	31
Minnesota	179	2.2%	18	2,233	259	1.8%	10
Mississippi	123	1.5%	27	1,686	187	1.3%	24
Missouri	247	3.0%	11	3,122	343	2.3%	19
Montana	49	0.6%	40	472	52	0.4%	37
Nebraska	94	1.2%	30	1,543	172	1.2%	38
Nevada	63	0.8%	36	1,391	154	1.1%	29
New Hampshire	31	0.4%	44	620	69	0.5%	42
New Jersey	91	1.1%	31	2,276	252	1.7%	15
New Mexico	54	0.7%	39	839	92	0.6%	30
New York	274	3.4%	9	4,046	445	3.0%	5
North Carolina	321	3.9%	5	4,746	526	3.6%	6
North Dakota	38	0.5%	43	439	49	0.3%	39
Ohio	288	3.5%	8	4,318	480	3.3%	11
Oklahoma	182	2.2%	17	2,549	280	1.9%	21
Oregon	110	1.4%	29	1,670	186	1.3%	28
Pennsylvania	334	4.1%	4	5,392	605	4.1%	4
Rhode Island	20	0.2%	50	185	21	0.1%	50
South Carolina	155	1.9%	22	2,231	246	1.7%	25
South Dakota	60	0.7%	37	997	111	0.8%	49
Tennessee	187	2.3%	16	3,364	374	2.6%	20
Texas	680	8.4%	1	13,681	1,537	10.5%	1
Utah	72	0.9%	34	1,190	136	0.9%	35
Vermont	21	0.3%	48	367	41	0.3%	51
Virginia	231	2.8%	13	4,683	524	3.6%	7
Washington	163	2.0%	21	3,278	365	2.5%	14
West Virginia	68	0.8%	35	969	105	0.7%	47
Wisconsin	214	2.6%	15	2,606	287	2.0%	32
Wyoming	39	0.5%	42	629	68	0.5%	45
<b>U.S. Total</b>	<b>8,131</b>	<b>100.0%</b>		<b>131,622</b>	<b>14,653</b>	<b>100.0%</b>	

## U.S. Aggregate Firms: State Presence and Transportation Construction (TC) Employment Impact By State

State	Number of Firms in State	# of Firms as % of National Total	National Rank/# of Firms	Total Employment in State	Total Employment Generated by TC	TC Employment as % of National Total	National Rank/TC Employment
Alabama	107	1.9%	23	1,929	352	2.6%	16
Alaska	36	0.6%	45	142	11	0.1%	50
Arizona	147	2.6%	13	2,363	312	2.3%	21
Arkansas	100	1.7%	25	2,163	331	2.5%	19
California	322	5.6%	3	6,685	746	5.5%	3
Colorado	124	2.2%	20	1,428	177	1.3%	26
Connecticut	62	1.1%	33	742	115	0.9%	33
Delaware	8	0.1%	49	102	12	0.1%	49
District of Columbia	0	0.0%	51		0	0.0%	51
Florida	176	3.1%	10	4,969	489	3.6%	8
Georgia	171	3.0%	12	5,209	693	5.1%	4
Hawaii	7	0.1%	50	171	28	0.2%	46
Idaho	73	1.3%	29	1,278	112	0.8%	34
Illinois	204	3.6%	7	3,203	504	3.7%	7
Indiana	182	3.2%	8	2,356	393	2.9%	15
Iowa	171	3.0%	11	1,845	343	2.5%	18
Kansas	94	1.6%	26	1,322	218	1.6%	24
Kentucky	100	1.7%	24	2,193	429	3.2%	12
Louisiana	64	1.1%	32	1,334	88	0.7%	37
Maine	22	0.4%	47	102	12	0.1%	48
Maryland	51	0.9%	36	956	168	1.2%	28
Massachusetts	74	1.3%	28	926	125	0.9%	32
Michigan	136	2.4%	18	1,292	173	1.3%	27
Minnesota	112	2.0%	22	1,437	218	1.6%	23
Mississippi	43	0.8%	42	545	47	0.4%	43
Missouri	240	4.2%	6	3,055	565	4.2%	5
Montana	49	0.9%	37	453	39	0.3%	44
Nebraska	67	1.2%	31	661	83	0.6%	38
Nevada	59	1.0%	35	625	58	0.4%	41
New Hampshire	43	0.8%	41	288	35	0.3%	45
New Jersey	76	1.3%	27	1,361	200	1.5%	25
New Mexico	45	0.8%	39	1,057	65	0.5%	40
New York	245	4.3%	5	3,320	443	3.3%	11
North Carolina	182	3.2%	9	2,842	481	3.6%	9
North Dakota	27	0.5%	46	696	49	0.4%	42
Ohio	259	4.5%	4	3,078	418	3.1%	14
Oklahoma	125	2.2%	19	2,392	420	3.1%	13
Oregon	122	2.1%	21	1,615	256	1.9%	22
Pennsylvania	326	5.7%	2	4,832	942	7.0%	1
Rhode Island	19	0.3%	48	160	23	0.2%	47
South Carolina	70	1.2%	30	1,074	154	1.1%	29
South Dakota	45	0.8%	40	665	106	0.8%	35
Tennessee	144	2.5%	15	1,941	349	2.6%	17
Texas	394	6.9%	1	6,806	908	6.7%	2
Utah	61	1.1%	34	1,634	134	1.0%	30
Vermont	48	0.8%	38	463	90	0.7%	36
Virginia	138	2.4%	17	3,038	561	4.2%	6
Washington	140	2.4%	16	2,187	323	2.4%	20
West Virginia	38	0.7%	43	721	132	1.0%	31
Wisconsin	145	2.5%	14	2,494	465	3.5%	10
Wyoming	36	0.6%	44	1,629	81	0.6%	39
<b>U.S. Total</b>	<b>5,729</b>	<b>100.0%</b>		<b>93,777</b>	<b>13,477</b>	<b>100.0%</b>	

## U.S. Sign & Signal Manufacturing Firms: State Presence and Transportation Construction (TC) Employment Impact By State

State	Number of Firms in State	# of Firms as % of National Total	National Rank/# of Firms	Total Employment in State	Total Employment Generated by TC*	TC Employment as % of National Total	National Rank/TC Employment
Alabama	15	1.0%	26	654	29	0.8%	33
Alaska	0	0.0%	51		0	0.0%	51
Arizona	31	2.1%	12	1,062	105	3.0%	11
Arkansas	9	0.6%	34	239	8	0.2%	38
California	293	19.9%	1	7,425	406	11.5%	1
Colorado	25	1.7%	17	619	59	1.7%	23
Connecticut	30	2.0%	14	1,486	150	4.3%	6
Delaware	4	0.3%	42	45	2	0.1%	43
District of Columbia	1	0.1%	50	14	0	0.0%	48
Florida	81	5.5%	4	1,403	97	2.8%	14
Georgia	21	1.4%	20	1,790	116	3.3%	9
Hawaii	2	0.1%	49	6	0	0.0%	50
Idaho	9	0.6%	33	237	30	0.9%	32
Illinois	79	5.4%	5	4,428	375	10.6%	2
Indiana	25	1.7%	18	1,192	50	1.4%	24
Iowa	4	0.3%	43	812	35	1.0%	30
Kansas	8	0.5%	37	733	43	1.2%	27
Kentucky	11	0.7%	30	567	62	1.8%	21
Louisiana	8	0.5%	36	120	4	0.1%	40
Maine	3	0.2%	47	727	103	2.9%	12
Maryland	17	1.2%	23	640	68	1.9%	19
Massachusetts	48	3.3%	8	1,549	77	2.2%	17
Michigan	29	2.0%	15	1,093	112	3.2%	10
Minnesota	14	1.0%	27	930	83	2.3%	15
Mississippi	16	1.1%	24	1,858	63	1.8%	20
Missouri	21	1.4%	21	1,859	207	5.9%	4
Montana	4	0.3%	41	26	1	0.0%	47
Nebraska	7	0.5%	38	422	34	1.0%	31
Nevada	15	1.0%	25	282	18	0.5%	35
New Hampshire	6	0.4%	40	47	2	0.1%	42
New Jersey	72	4.9%	6	2,114	134	3.8%	7
New Mexico	7	0.5%	39	185	7	0.2%	39
New York	127	8.6%	2	3,539	224	6.3%	3
North Carolina	33	2.2%	11	1,746	98	2.8%	13
North Dakota	3	0.2%	48	9	1	0.0%	46
Ohio	44	3.0%	9	1,013	39	1.1%	28
Oklahoma	14	1.0%	28	480	39	1.1%	29
Oregon	24	1.6%	19	600	60	1.7%	22
Pennsylvania	59	4.0%	7	2,541	119	3.4%	8
Rhode Island	11	0.7%	31	336	12	0.3%	37
South Carolina	12	0.8%	29	938	71	2.0%	18
South Dakota	3	0.2%	45	31	1	0.0%	45
Tennessee	18	1.2%	22	784	27	0.8%	34
Texas	92	6.2%	3	2,638	167	4.7%	5
Utah	11	0.7%	32	95	3	0.1%	41
Vermont	8	0.5%	35	394	18	0.5%	36
Virginia	26	1.8%	16	832	44	1.2%	26
Washington	36	2.4%	10	543	44	1.3%	25
West Virginia	4	0.3%	44	23	1	0.0%	44
Wisconsin	30	2.0%	13	1,776	78	2.2%	16
Wyoming	3	0.2%	46	8	0	0.0%	49
<b>U.S. Total*</b>	<b>1,473</b>	<b>100.0%</b>		<b>52,891</b>	<b>3,526</b>	<b>100.0%</b>	



## U.S. Heavy Equipment Manufacturing, Rental & Leasing Firms: State Presence and Transportation Construction (TC) Employment Impact By State

State	Number of Firms in State	# of Firms as % of National Total	National Rank/# of Firms	Total Employment in State	Total Employment Generated by TC	TC Employment as % of National Total	National Rank/TC Employment
Alabama	2,024	1.6%	24	6,780	229	1.4%	24
Alaska	705	0.6%	41	1,443	59	0.4%	40
Arizona	2,283	1.8%	20	7,164	275	1.7%	18
Arkansas	1,610	1.3%	30	4,255	158	1.0%	31
California	15,121	11.9%	1	46,527	1,915	11.9%	2
Colorado	2,331	1.8%	19	6,593	258	1.6%	20
Connecticut	972	0.8%	37	3,640	127	0.8%	35
Delaware	373	0.3%	48	973	39	0.2%	47
District of Columbia	64	0.1%	51	318	15	0.1%	51
Florida	7,555	5.9%	3	23,776	914	5.7%	3
Georgia	3,858	3.0%	9	17,534	566	3.5%	7
Hawaii	565	0.4%	47	1,214	49	0.3%	45
Idaho	990	0.8%	36	1,885	57	0.4%	42
Illinois	4,930	3.9%	4	27,779	757	4.7%	5
Indiana	2,727	2.1%	12	10,630	330	2.1%	14
Iowa	1,851	1.5%	25	12,193	174	1.1%	30
Kansas	1,541	1.2%	32	5,157	131	0.8%	34
Kentucky	1,720	1.3%	28	6,440	201	1.2%	28
Louisiana	3,335	2.6%	11	19,747	823	5.1%	4
Maine	695	0.5%	42	1,516	47	0.3%	46
Maryland	1,664	1.3%	29	6,589	243	1.5%	23
Massachusetts	1,763	1.4%	26	5,405	214	1.3%	25
Michigan	4,092	3.2%	8	12,060	375	2.3%	10
Minnesota	2,589	2.0%	14	9,619	259	1.6%	19
Mississippi	1,345	1.1%	33	3,636	126	0.8%	36
Missouri	2,702	2.1%	13	7,726	288	1.8%	15
Montana	830	0.7%	39	1,646	58	0.4%	41
Nebraska	1,129	0.9%	35	3,625	114	0.7%	38
Nevada	1,271	1.0%	34	4,713	212	1.3%	26
New Hampshire	658	0.5%	44	1,539	52	0.3%	44
New Jersey	2,281	1.8%	21	8,211	331	2.1%	13
New Mexico	884	0.7%	38	3,479	134	0.8%	33
New York	4,680	3.7%	6	14,399	552	3.4%	8
North Carolina	3,533	2.8%	10	12,072	353	2.2%	11
North Dakota	579	0.5%	45	2,509	55	0.3%	43
Ohio	4,777	3.7%	5	17,039	523	3.3%	9
Oklahoma	2,251	1.8%	22	9,109	276	1.7%	17
Oregon	2,094	1.6%	23	5,396	181	1.1%	29
Pennsylvania	4,424	3.5%	7	18,142	583	3.6%	6
Rhode Island	321	0.3%	50	899	32	0.2%	49
South Carolina	1,731	1.4%	27	6,666	212	1.3%	27
South Dakota	578	0.5%	46	2,273	37	0.2%	48
Tennessee	2,449	1.9%	18	9,298	249	1.6%	21
Texas	12,630	9.9%	2	60,377	2,229	13.9%	1
Utah	1,590	1.2%	31	3,736	145	0.9%	32
Vermont	344	0.3%	49	541	20	0.1%	50
Virginia	2,471	1.9%	17	9,966	346	2.2%	12
Washington	2,571	2.0%	16	7,721	282	1.8%	16
West Virginia	787	0.6%	40	3,469	113	0.7%	39
Wisconsin	2,578	2.0%	15	12,390	248	1.5%	22
Wyoming	671	0.5%	43	3,018	116	0.7%	37
<b>U.S. Total</b>	<b>127,517</b>	<b>100.0%</b>		<b>472,829</b>	<b>16,082</b>	<b>100.0%</b>	

# Methodology and Sources

The employment estimates for the transportation construction industry are derived from several different sources and have been updated from the original 2010 U.S. Transportation Construction Industry Profile, published in September 2010. The information includes establishment and employment data for sole proprietorships and businesses identified as relevant to highway, street and bridge construction. The total direct employment number for suppliers is calculated using the percentage of an industry's output that is related to highway, street and bridge construction, based on benchmark national input output tables from the U.S. Bureau of Economic Analysis. The private employment data is from the U.S. Census Bureau's County Business Patterns (CBP) and Nonemployer Statistics series. Annual employment and payroll data from the CBP was calculated in March 2010. For an industry like construction, employment levels in the spring vary significantly from average annual employment. Using data from the U.S. Bureau of Labor Statistics Current Employment Situation, we used the CBP data to estimate average annual employment levels in 2010 using the differential between BLS CES employment levels in March 2010 and the average annual CES employment for 2010. The employment is higher for some industries and slightly lower for others. This differential was also used to adjust average annual wages from the CBP. Government employee data is from the U.S. Census Bureau's Annual State and Local Government Census. All payroll data has been adjusted for inflation to 2012 dollars using the consumer price index.

Induced employment is calculated according to the same method used by the U.S. Department of Transportation Federal Highway Administration (FHWA). FHWA estimates that for every \$1 billion invested in highway construction yields 27,823 jobs. Of that total, 13,861 are considered direct jobs for on-site construction and direct and indirect suppliers, and 13,962 jobs are induced. This study uses that ratio, calculating induced jobs based on the direct employment calculated above.

Data on the infrastructure profile of the counties is from a variety of sources. The miles of roadway and road conditions are calculated from FHWA's Highway Performance Monitoring System as reported in the 2009 Highway Statistics, which is comprised of data reported by the states and collected by the U.S. Department of Transportation. A road is considered in need of repair if the International Roughness Index (IRI) is above 120 for interstates or above 171 for other principal roadways. Major roadways that are measured using the Present Serviceability Rating (PSR) standard are considered "unacceptable" if the rating is less than 2.5. Interstates, freeways, rural major collectors, urban collectors and urban minor arterials are considered roads eligible for federal aid and are used for calculating the percentage of roads in need of repair.

All bridge information, including conditions, is from FHWA's 2011 National Bridge Inventory. The cost to repair estimates for bridge work are required by FHWA for all structures eligible for the Highway Bridge Replacement and Rehabilitation Program. However, a state may report cost estimates for additional bridges at their discretion.

Average commute times are from the U.S. Census Bureau. Fatality and crash information is from the national Fatality Accident Reporting System.

The state payroll tax rate is calculated using the average employer tax rate as a percent of total wages. The source for this information is the National Association of State Workforce Agencies (NASWA) and the U.S. Department of Labor Employment Training Administration (ETA) Financial Handbook 394. The federal payroll tax rate is estimated to be 7.65 percent.

The number of airports for each state includes all civil and joint use airports as reported by the Federal Aviation Administration's *Administrator's Fact Book Statistics*. Bus route miles include directional route-miles, defined as the "mileage in each direction over which public transportation vehicles travel while in revenue service." The source is the Federal Transit Administration. Railroad miles and the number of railroads and ports and waterway data are from the Bureau of Transportation Statistics. The total number of waterway facilities includes docks, piers, harbors and ports.

The industry's total economic impact is based on economic multipliers for new highway, street and bridge construction and the maintenance and repair of highways, streets and bridges from the detailed input-output tables of the U.S. Bureau of Economic Analysis. The 2012 value of total capital outlays, maintenance and services is estimated using the 2009 value from FHWA's Highway Statistics, as reported by State DOTs and local governments, and the 2012 Census Bureau's Value of Construction Put in Place. The definition of services is for road related expenditures such as snow and ice removal, landscaping and enhancements, and does not include expenditures for highway patrol or administrative costs.

The data on GDP by industry is from the U.S. Bureau of Economic Analysis. Industry output data for 2012 was estimated by adjusting the 2011 value for inflation using the consumer price index from the U.S. Department of Labor. The data for country specific GDP is from the International Monetary Fund's World Economic Outlook Database. The information is for current GDP in U.S. dollars.

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