



TESTIMONY OF

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**DIRECTOR
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ON BEHALF OF

**THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION
OFFICIALS**

REGARDING

**THE IMPORTANCE OF TRANSPORTATION INVESTMENTS TO THE
NATIONAL ECONOMY AND JOBS**

BEFORE THE

**COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS
UNITED STATES SENATE**

MARCH 3, 2010

Chairman Boxer and Members of the Committee, thank you for the opportunity to testify on the importance of transportation to the national economy. My name is Pete Rahn. I am Director of the Missouri Department of Transportation, and am speaking today on behalf of the American Association of Highway and Transportation Officials (AASHTO) which represents the state departments of transportation (DOTs) of all 50 states, Washington, D.C. and Puerto Rico.

In my testimony I want to cover three points:

- First, tell you about the successes states are achieving through the Economic Recovery Act to create jobs and help bring about economic recovery;
- Second, describe how important transportation is to the national economy;
- And third, describe how important investment in transportation infrastructure will be to building a prosperous future.

Creating Jobs and Helping To Bring About Economic Recovery

The first thing I want to address is what state DOTs are doing to create jobs and help stimulate economic recovery through our investments in highways and transit. I am proud of the fact that Missouri was able to start construction on our first highway stimulus project within minutes of the President signing the bill into law. Our Osage Bridge project was the first in the country.

Senator Boxer, Randy Iwasaki, Director of the California Department of Transportation, Caltrans wanted you to know that on February 19, 2010, two weeks before the March 2nd deadline, California fully obligated the \$2.57 billion in highway funding you helped make available to them under the American Recovery and Reinvestment Act of 2009 (ARRA). It is my understanding that as of yesterday's "use it or lose it" deadline, every state obligated every highway dollar they were eligible to receive and not one dime will be turned back to Washington, D.C. for redistribution. We are proud of the thousands of jobs the economic recovery act enabled us to create in Missouri, California and elsewhere, and the long-lasting benefits the economy of the nation will receive as a result of the capital projects we are building.

Two weeks ago AASHTO published its report titled "**Projects and Paychecks**," a one-year report on state transportation successes under ARRA. The report documents that, so far, through highway and transit investment made possible under ARRA, states have created or saved 280,000 direct, on-project jobs. That means that – as of December, 2009 – transportation, which received 6% of total ARRA resources, was able to create at least 14% of the two million direct jobs saved or created to date. This transportation investment has been able to achieve two types of economic benefits:

- first, direct and immediate benefits to people through the jobs created through investments in transportation infrastructure; and

- Second, longer-lasting benefits to the broader economy through the improvements in transportation system performance which resulted from the specific infrastructure investments made. We describe ARRA transportation investments as "The gift that keeps on giving."

Jobs and Paychecks: What this means to people. One year after enactment of the economic recovery act, through highway and transit infrastructure investments, states and local governments have created or saved 280,000 direct, on-project jobs. Total employment related to the 12,000 projects underway has reached 890,000. The projects that states, cities and counties were able to build will have long-lasting benefits in thousands of communities: So far it has meant repair or replacement of 1,125 bridges, improvement, resurfacing of 21,400 miles of pavement, and the purchase of 7,450 buses.

But the real story of the recovery act is about people: the people whose jobs were saved or who went back to work; the people who were able to make their mortgage payment, put their kids through school and pay for health care. As Susan Martinovich, AASHTO Vice President and Director of Nevada's Department of Transportation stated, "When you put money into infrastructure, you are putting contractors to work, engineers to work, you are putting the people who provide the materials, striping, paint, asphalt, and gravel to work."

So what has this meant to real people?

In Michigan the unemployment rate for construction workers is running at close to 40%. Frank Anzenberger had been in the construction industry for over 30 years. He had been out looking for a job for more than half a year. Anzenberger was not only hired, but at a June, 2009 Kalamazoo ceremony marking approval of the 2,000th transportation project funded by the stimulus bill, he got to introduce Vice President Joe Biden. "For me the economic stimulus means that I'm going to have a weekly paycheck," Anzenberger said.

In Washington State, Michael Joseph was a member of Laborers Union Local 252, who was struggling to care for a wife battling cancer. He had only worked four months out of the previous twelve, before he was hired to work on a project widening Interstate 5 between the Port of Tacoma and the King County line. "For me," said Joseph, "being able to pay for health care is everything."

In Maryland, Rhea Mayolo, was a divorced mom trying to support her kids by working multiple, part-time jobs waiting tables and keeping books. Through the stimulus act she was hired by an engineering company to be their office manager. Working on a full-time job meant she could earn a decent living.

Transportation Investments Stimulate the Broader Economy.

With states facing a "use it or lose it" deadline of March 2 for obligating federal recovery act highway funds, the Federal Highway Administration reported that as of February 19, \$25.6 billion has been obligated, out of \$26.4 billion issued to states and territories.

FHWA reports that of 12,103 projects obligated, 7,600 highway projects are currently under construction, valued at \$17.8 billion. Work has been completed on 2,200 highway projects valued at \$6.3 billion.

Transit grants have been issued for 714 projects, valued at \$7.24 billion, according to the Federal Transit Agency. Another 222 grants are under review, which, if approved would bring the transit recovery spending to \$8.3 billion. There is a March 5 deadline for 100 percent obligation of transit dollars.

States have achieved a remarkable record of jobs created, highways and bridges rebuilt, and transit systems improved. But the benefits to the broader economy go well beyond the infrastructure improvements themselves. These investments will help sustain the recovery, create more jobs, more opportunities and a better future.

Green Jobs. In Texas, a new bridge across the Colorado River is helping the city of San Angelo keep its commitments to the largest new manufacturing plant it had seen in decades. In 2008, Martifer-Hirshfield Energy Systems had agreed to locate a wind tower construction plant in San Angelo, on the condition that an early 1900's rail bridge across the Colorado River be replaced. It was too low and too narrow to carry Martifer's wind towers north to markets throughout the rest of the country. Only when stimulus funds came into play was the city able to replace the bridge.

Redevelopment. In Johnson, Rhode Island, Mayor Joseph Polisena said he was "hell bent" to redevelop a "blighted" parcel of land just 300 yards from town hall that had sat vacant for 18 years. To widen and improve Hartford Avenue - a prerequisite for the parcel's redevelopment - the Rhode Island Department of Transportation had completed all the necessary planning and engineering, but lacked the necessary funds. Thanks to \$3.4 million in stimulus funding Rhode Island DOT's work is scheduled to be completed in the Spring of 2011, and the first phase of a \$40 million shopping and hotel complex should be finished along-side the road improvements. Said Jeffrey Saletin, who is developing the property, "Our project is one that never would have started if this road hadn't been improved."

Transportation is vital to the U.S. economy

Transportation is vital to the U.S. economy. It is a \$1.2 trillion industry, generating 8 percent of jobs and accounting for 9 percent of the U.S. economy, as detailed in Table 1.

Table 1. U.S. Gross Domestic Product in Transportation and Logistics Industry

Industry	Gross Domestic Product	Share/
Transportation	\$363.7 billion	2.7%/
Warehousing	\$34.0 billion ^a	0.3%/
Wholesale Trade	\$788.7 billion	6.0%/
Transportation/Sector	\$1,152.4 billion	9% of U.S. economy
U.S. Total	\$13,246.6 billion	—

Source: Cambridge Systematics calculations based on data from Bureau of Economic Analysis, Annual Industry Accounts, 2006.

More importantly, it provides the equipment and services that support businesses and industries in agriculture and natural resources, manufacturing, retail, and services. Transportation represents 7 percent of the value of output in the agriculture and natural resources sector, 4.7 percent in the retail sector, and 3.2 percent in the manufacturing sector. And in the rapidly growing services sector-which does not produce material goods but depends on expedited delivery services, reliable long-distance business travel, and cost-effective employee commuting-transportation is 1.8 percent of the value of output. Together these businesses and industries account for 84 percent of the U.S. economy.

Demand for freight trips to support the U.S. economy has increased steadily since the 1970s, driven by population and economic growth, global trade, and changing supply chain practices. However, the freight productivity improvements gained through past investment in the Interstate Highway System and economic deregulation of the freight transportation industry in the 1980s are showing diminishing returns. Demand is now pressing the capacity of the nation's highway, rail, waterway, and port systems to handle the trips.

The effects of rapid growth in demand and limited growth in system capacity are felt as congestion, increased freight transportation prices, and less reliable trip times. Congestion, higher transportation prices, and power reliability lead to increased costs for manufacturers, higher import prices, and pressure on businesses to hold more expensive inventory to prevent stock outs. The effect on individual shipments and transactions is usually modest, but over time these costs add up to a higher cost of doing business for firms, a higher cost of living for consumers, and a less productive and competitive economy.

The performance of the nation's freight transportation system is critically important. It directly affects:

- **Economic Development and Jobs** - Cost-effective and reliable freight transportation gives industries and businesses a competitive advantage in the global economy by providing them the ability to deliver products at lower cost and reach larger markets. This translates into more jobs, greater profitability, and better growth prospects. But poor freight transportation performance means smaller markets, fewer jobs, and limited economic development opportunities.
- **Standard of Living** - The freight transportation system delivers an immense range of food, clothing, tools, materials, and services to homes and businesses. Consumers enjoy an unprecedented variety and quality of products because producers are able to manufacture, trade, and distribute across local, national, and global markets. But poor freight transportation performance means higher costs, less choice, and a lower standard of living for all citizens.
- **Communities** - Freight transportation is a heavy industry. A well performing and innovative freight transportation industry means less congestion, fewer air pollutants and greenhouse gas emissions, quieter operations, and greater safety in communities. But

poor freight transportation performance leads to degradation of community health and safety.

- **Military Capability** - The freight transportation system that supports the nation's civilian economy also supports the nation's military. It ensures a ready and reliable supply of materiel and gives the military the mobility to operate effectively at home and abroad. But poor freight transportation performance means less mobility, higher cost, and greater risk.

The public sector has a major role in the freight transportation system: it owns and operates the highways; owns and manages most of the nation's ports, waterways, and airports; regulates the rail and pipeline systems; and oversees the security of all freight transportation facilities and freight carriers. It has an immense social, economic, and environmental stake in the capacity and performance of the freight transportation system.

As the economy recovers from the Great Recession, the nation will find itself at same point it was in 2005 - in the early stages of a freight transportation capacity crisis. As it was then, the public sector will find itself poorly positioned to deal with the problem because there is:

- No clear and consistent description of the national freight transportation system, its performance, and investment needs;
- Insufficient public sector knowledge of freight transportation and supply chain management and their importance to businesses and economic growth;
- Lack of coordinated public and private actions on freight transportation policies, programs, and finance; and
- Lack of public sector focus on transportation operations.

AASHTO will shortly publish a report called the **Freight Transportation Bottom Line** which examines the growing demand for freight transportation, the capacity of the nation's highway, rail, and water transportation systems to handle freight cost-effectively and reliably, and the implications of congestion and deteriorating freight transportation performance for supply chains and the production and delivery of goods and services. We will provide the Committee a copy of this report as soon as it is complete.

Here is what the Federal Highway Administration had to say in its publication titled **Freight Facts and Figures 2009**,

“The Nation’s 116 million households, 7.7 business establishments, and 89,500 government units are part of an enormous economy that demands the efficient movement of freight. While the U.S. economy has been affected by the recent global recession, it is expected to fully recover and continue to grow.

The U.S. population grew by 33 percent between 1980 and 2007, while the economy, measured by gross domestic product (GDP) more than doubled. Foreign trade grew faster than the overall economy, quadrupling in real value between 1980 and 2007.

Although freight moves throughout the United States, the demand for freight transportation is driven primarily by the geographic distribution of population and economic activity. While both population and economic activity have grown faster in the West and South than in the Northeast and Midwest, the growth in economic activity per capita has been highest in the Northeast.”

Before we leave the subject of freight, there is one additional point to be made on maintaining America’s global economic competitiveness. China spends 9% of its gross domestic product on infrastructure, compared to 3.5% in India and less than 1% in the United States. Investment in world-class infrastructure had become a competitive imperative. The global economy is pressuring countries to upgrade infrastructure in order to remain competitive, gain advantage, or keep from falling behind. The good news is that compared with its competitors, the U.S. still has the most fully-developed, efficient, and productive transportation system. However, it is losing ground rapidly and needs to be improved.

Moving People Also Vital to the Economy.

Providing mobility for this country is getting tougher. Congestion in metropolitan areas is bad and is getting worse because we have not kept pace with the highway, transit, and rail capacity needed. Over the next forty years over 100 million is expected to be added to today’s population of 310 million. Even if we are able to cut in half the growth in vehicle miles traveled on our highways it will still grow from 2.9 trillion today to 4.5 trillion by 2050.

Metropolitan areas will continue to be the center of population and economic growth in the United States. Over the past 50 years the number of people living in metropolitan areas in this country increased from 85 million to 225 million. Over the next forty years it is expected to grow to nearly 350 million. Because over 80 % of the country’s GDP is generated in metropolitan areas, providing these areas the transportation capacity needed to keep pace with the growth expected will be vital to the economy. Reducing congestion and increasing system reliability will also be important.

Even rural states will face population pressures and growth in travel demand. Out of the 20 states expected to grow the fastest over the next 30 years, several are rural including Nevada, New Mexico, Idaho, Utah, Wyoming, Alaska, and Montana. What these states have in common is large geographic size, and, as a consequence, highway systems which have to span great distances. There are two growth industries in rural states: the first group is energy production including oil and gas, as well as renewables such as solar and wind power; the second group includes the travel, tourism, and recreation industries. Both groups share one thing in common: direct dependence on transportation.

Services Industry.

The services industry is the largest and fastest-growing economic sector in the U.S., now accounting for one-half of U.S. GDP and one-half of all jobs. The services industry needs access to large markets and big pools of skilled workers to keep costs down. Metropolitan congestion,

however, makes it difficult for service industry workers to get to work and for service industry customers to get to offices, medical facilities, schools and other service centers.

Importance of Transportation Investment to the National Economy.

In 2010, America finds itself at a crossroads. Funding needs have been consistently outstripping resources. Meanwhile, our competitors in the global economy, Europe, and emerging economies like China and India, are committing massive resources to modernize their transportation systems to strengthen their economic competitiveness. At the Federal level the Highway Trust Fund faced insolvency in 2008 and 2009. Funding shortfalls were alleviated through fund transfers from the General Treasury. In mid-2010 the highway account is again expected to run short, followed by the transit account in early FY 2011. The transfer of \$19.5 billion approved this week will keep the Highway Trust Fund solvent for at least one additional year. Meanwhile, States face the most difficult financial situation in 50 years, and this year 25 states have indicated that they will be forced to reduce spending on transportation. The \$48 billion provided through the Economic Recovery Act helped maintain national investment during 2009 and 2010. We are hopeful that a 2010 Jobs Bill soon to be considered in the Senate will provide resources similar to the \$27.5 billion for highways, and \$8.4 billion for transit approved by the House in December, 2009.

If we are to have a national transportation system, it is imperative that the Federal government play a strong role. Over the last decade the federal share of highway and transit capital investment has averaged at around 45 percent. There have been a series of authoritative studies which have documented how much the U.S. needs to be spending on surface transportation overall.

The National Surface Transportation Policy and Revenue Study Commission was authorized in SAFETEA-LU, appointed in 2006, and delivered its report in 2008. It found that the U.S. needs to be investing \$225 billion annually in highways, transit and rail over the next twenty years but is investing at only 40% of that amount. In 2009, AASHTO published its Bottom Line Report which determined that to improve the highway system the U.S. needs to invest \$166 billion per year compared to the \$80 billion we are currently investing; to improve the transit system the country needs to invest at \$59 billion per year compared to current capital spending of around \$15 billion. The latest Conditions and Performance Report for Highways and Transit published by U.S. DOT in January, 2010, based on 2008 data, made the following determinations: to improve the system highway investment needs to increase to \$174.6 billion annually; to improve the transit system \$21.1 billion needs to be invested annually.

While it is helpful for these reports to document what is needed, it is not realistic that Congress will find it possible to increase federal investment to the levels needed all at once. We believe the \$500 billion surface transportation bill backed by Chairman James Oberstar in the House has established a reasonable target for this six-year authorization period that Congress should seek to fund. It would provide \$450 billion for highways and transit and another \$50 billion for high speed rail. At AASHTO's Annual Meeting in October, 2009 its Board of Directors endorsed funding the transit program at the \$99.8 billion level provided in the House Bill, and endorsed the provision of \$50 billion for high speed rail with the understanding that would come from resources outside the Highway Trust Fund.

Here is what funding the program at those levels would help achieve.

Doubling Transit Ridership. To reduce congestion and meet the demand of those dependent on public transportation, the United States will have to build enough transit capacity to double ridership by 2030. A challenge just as important for transit is to replace its aging fleet of buses and rail cars, maintain its stations, its rail infrastructure, and its maintenance facilities.

Highway System Preservation and Modernization.

To meet the future needs of the highway system the U.S. needs to preserve the system built over the last 100 years, so it continues in a good state of repair for the next generation. System performance needs to be improved through investments in systems operations and advanced technology. Capacity needs to be added to reduce congestion and keep pace with expected growth in freight and population.

Below is a description of the preservation challenge facing the Interstate system over the next twenty years. The Interstate Highway System has more than 55,000 bridges many of which are reaching 40 to 50 years of age. Bridges and other structures of this age usually require substantial rehabilitation and some cases replacement. As the 210,000 lane miles of the Interstate System reach 40 to 50 years of life, major portions will need to have their foundations completely reconstructed. The Interstate System has almost 15,000 interchanges, many of which do not meet current operational standards and create bottlenecks or safety problems.

AASHTO's 2009 Bottom Line Report documented that as of 2008 there was a backlog of needed highway and bridge investment of \$490 billion. According to U.S. DOT, 46.3% of the backlog was for investment needed in system rehabilitation and 44.6% was for system expansion. What that the U.S. DOT analysis shows is that as investment is made in the future to reduce that backlog that a balanced approach will be needed that addresses both condition and performance. If only rehabilitation took place, the condition of roads and bridges would improve, but traffic would grind to a halt.

There continues to be interest in Congress in giving high priority to bringing the highway system into a good state of repair. One of the things the \$26.8 billion in ARRA highway funding provided to the states did was enable them to eliminate part of the highway and bridge preservation backlog. 96% of the ARRA highway funds spent so far has gone to system rehabilitation.

Launch a New Era of Intercity Passenger Rail.

In addition to the \$8 billion provided in ARRA for Intercity Passenger Rail, the FY 2010 transportation appropriations bill provided \$2.5 billion, and the President's FY 2011 budget calls for providing an additional \$1 billion for High Speed Rail. Together with the \$ 9 billion in state funds authorized for the system being planned in California, and other resources being committed in other states it appears that significant funding is indeed being committed for this purpose. AASHTO believes that we are overdue for the U.S. to provide a robust intercity passenger rail network that provides competitive, reliable, and frequent passenger rail service, comparable to world-class systems in other countries. 37 states applied for ARRA high speed rail funds, and 31 states received grants. Many of the states which did not receive funding in the

initial round are working to position themselves to compete for subsequent funding. So it would appear that state interest in this mode of transportation is real.

Madame Chairman, I appreciate the opportunity to testify and look forward to answering any questions you or your Committee Members may have.



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PROJECTS and PAYCHECKS

A one-year report on
State Transportation Successes
under the American Recovery
and Reinvestment Act



February 2010

recovery.transportation.org

At-a-Glance

During the first year of the American Recovery and Reinvestment Act of 2009, states and transit agencies have produced real jobs and real improvements to the nation's transportation infrastructure.

State departments of transportation have shown that they can get the job done, on time and under budget.

The Facts⁽¹⁾:

- As of December 31, \$26.4 billion, or 77 percent of the \$34.3 billion provided for highways and transit, has been put out to bid on 12,250 projects.
- Within this total, 10,600 projects (totaling \$22.6 billion) are under contract.
- Across the nation, work has begun on 9,240 projects totaling \$20.6 billion—60 percent of the total available highway and transit formula funds.
- Work has been completed on 3,150 projects.
- The Federal Highway Administration reports that as of January 29:
 - 11,100 highway projects have won federal approval to proceed;
 - 7,050 highway projects are under contract or ready to proceed; and
 - 2,140 highway projects are already completed.
- As of February 4, the Federal Transit Administration reported:
 - It had obligated \$7.23 billion of its recovery funding to over 700 projects, nearly 87 percent of available funding.
 - Another 220 project applications, valued at \$1.07 billion were under review. If approved, FTA will have distributed \$8.3 billion to over 920 projects nationwide.
- Bids have come in across the country at 10 to 30 percent under estimates, leading to more work being accomplished.

State Improvements Are Leading to Long-Lasting Results

Based upon the project approvals as of January 7, 2010, Recovery Act investments will:

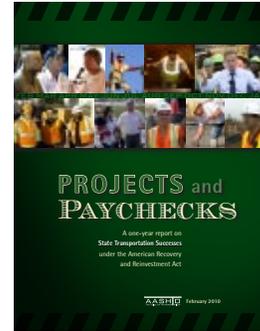
- Improve, replace or newly construct 1,125 bridges.
- Improve, resurface or widen 21,400 miles of pavement.
- Implement 1,700 miles of safety traffic management projects.
- Build or construct more than 630 miles of bike lanes, sidewalks or environmental mitigation projects.
- Purchase 7,450 buses and construct 1,637 bus shelters.

Real People Are Working Real Jobs

- 280,000 direct, on-project highway and transit jobs have been created or sustained across the country.
- Total employment from these projects, which includes direct, indirect, and induced jobs, reaches almost 890,000 jobs.
- Nearly 70 percent of transportation contractors received recovery work.

(1) Data supplied by the House Transportation and Infrastructure Committee, based on state reporting. Other data from FHWA, FTA, and FRA.

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Acknowledgments

The real story of the first year of the American Recovery and Reinvestment Act is about people: the people whose jobs were saved or who went back to work; the people who were able to make their mortgage payment; the people who bought health insurance to care for an ailing relative. These men and women are the untold success stories of ARRA—the faces behind the numbers. Without ARRA, hundreds of thousands of workers—employed by state DOTs, by contractors and subcontractors, by manufacturers of everything from asphalt to pipes—would have seen few bright spots last year. With ARRA, they not only received a paycheck, paid their taxes and spent money in their communities, they made real and lasting improvements to the roads, bridges, interstates, buses, and transit systems we all rely on to go to work, take kids to school, deliver milk and bread, and ensure that the ambulances and fire trucks get to our doors. This report is dedicated to them.

AASHTO gratefully acknowledges the information and photographs provided by the state departments of transportation, the data provided by the House Committee on Transportation and Infrastructure, Federal Highway Administration, and Federal Transit Administration, as well as the work of Alan Greenblatt in the development of this report.

States Get the Job Done

By Larry “Butch” Brown, AASHTO President, and Director of the Mississippi DOT

The impact and importance of the American Reinvestment and Recovery Act (ARRA) has been invaluable—both for my state and for all the states across the country represented by AASHTO. Its enactment one year ago provided the stepping stone we needed to move forward and build good transportation projects while creating jobs that may have gone by the wayside had it not been for ARRA funding.



Larry 'Butch' Brown, AASHTO President

In Mississippi, the stimulus funding came just at a time when the economy was slowing down and our construction contracts were running out because we were running out of dollars. When we received the green light to proceed last February, my state felt it was very important for us to move quickly and show evidence of using stimulus dollars as soon as possible. We immediately put some paving and management programs in place so that the people of Mississippi could see jobs and see people at work. Then we focused on short-term and short-delivery projects. Then we focused on those we could deliver in a year or 18 months

The transportation agencies were the poster child for stimulus. Even though we only received a small portion of the dollars, we were the most visible.

Across the country, the recovery program will leave a lasting transportation legacy. People will be driving on the newly paved roads for decades or traveling over bridges for another 100 years. Transit services will be sustained and facilities improved. In short, for every transportation dollar spent now, we are giving something back that will be permanent for the future.

But we have much more to do. We would like to see a second jobs' creation bill that includes more for transportation: one that would allow us to embark on well-planned, larger projects that are long-needed; one that would provide longer-term employment for the folks involved in improving the bridges, highways, and transit services we need.

As president of AASHTO, I think I can speak for all my colleagues and say that we are proud of our work over the past 12 months—and we are ready and more than able to continue to get the job done, on time and to the benefit of our communities.

FOREWORD

By John Horsley, AASHTO Executive Director

Investing in Transportation Pays Off

Investment in transportation has turned out to be one of the fastest and most effective ways to create jobs under the American Reinvestment and Recovery Act (ARRA). Monthly reports gathered by the House Transportation and Infrastructure Committee from states, metropolitan planning organizations and transit agencies show that as of December 31, 2009, 10,600 highway and transit projects were under construction totaling \$20.6 billion. The Committee determined that these projects had created or sustained more than 280,000 direct, on-project jobs; and when indirect and induced jobs are counted, total employment from this investment reached over 890,000 jobs. Although transportation received only 6 percent of total recovery act funding, it represents more than 24 percent of the jobs created by the Act so far.

Looking at highway investment alone, continuing progress has been made in putting stimulus funding to work. As of January 29, 2010, \$24 billion in highway dollars had been obligated, out of the total of \$26.8 billion made available to states. Of the 11,100 projects obligated, 2,140 projects had been completed, and 6,893 projects were under contract. Every state made the deadline to obligate at least half of the funds they received by June 30, 2009. One hundred percent of their projects will have to be obligated by March 2, 2010.

Does this work translate into true recovery? If unemployment in the construction industry overall stands at over 22 percent today, a legitimate question to ask is whether stimulus investment in transportation has made a difference or not. The answer is clearly yes.

Unemployment for construction workers in America increased by nearly 600,000 by the end of 2009 to two million, up from 1.43 million in December 2008. That increase took place because of a huge drop in private construction activity. In 2009, housing and commercial construction both came to a virtual standstill. According to the U.S. Census Bureau as of December 2009, "Overall construction spending was at the lowest level in six years."

So what is the picture for transportation construction? According to the Census Bureau, "Public construction, fueled by recovery act dollars, was 5.7 percent higher in November 2009 than November 2008. Spending on highways and transit construction projects rose by \$9.2 billion."



John Horsley, AASHTO Executive Director

According to Alison Black, senior economist for the American Road and Transportation Builders Association, "Recovery funding has been the lifeline that has, thus far, kept much of the industry afloat during the economic downturn." She added that while federal recovery funds have added jobs, many state transportation departments have been forced to reduce state-funded contracts due to a fall-off in state revenues.

What the data shows is that hundreds of thousands of jobs have been created or preserved through over 10,600 highway and transit recovery act projects under way in all 50 states. Since then, contracts have been let and even more projects are underway. As this report will show, there is no question that investing in transportation infrastructure has been fast and effective.



Tennessee Governor Phil Bredesen breaks ground on an economic recovery bridge project with subcontractor John Allen and his grandchildren.

INTRODUCTION

The Untold Transportation Success Stories of Economic Recovery

There are many ways to measure the success of transportation spending under the economic recovery program.

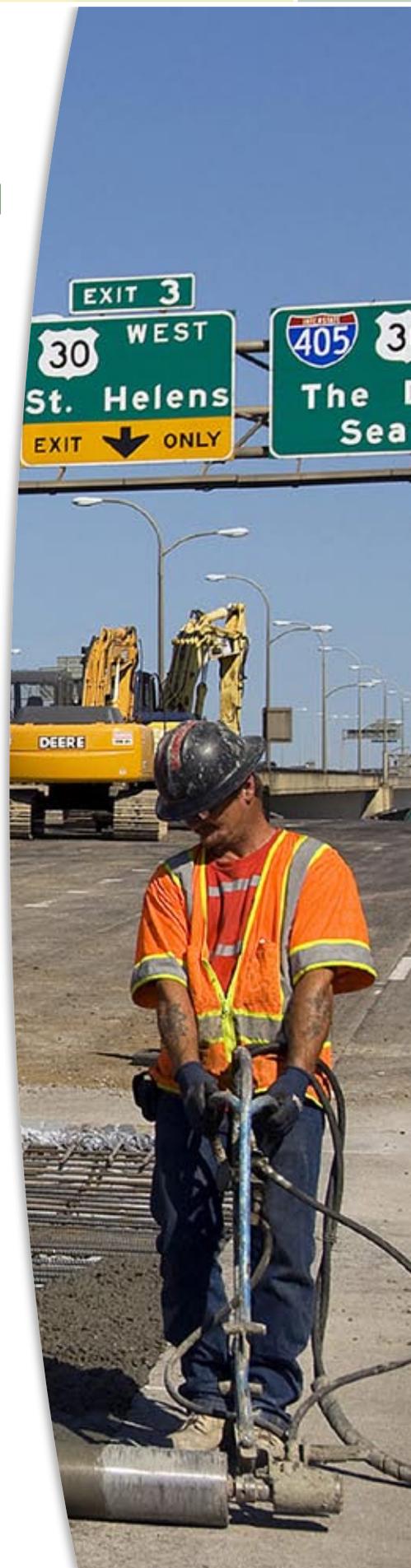
- **The projects**—miles of bad road improved, bridges repaired, aging interstates rebuilt or made safer, new access to boost a community’s economic growth. Lasting improvements to our transportation system.
- **The paychecks**—workers who find a job after months of unemployment; contractors who by winning a bid can keep employees on the job, and recall others perhaps laid off; suppliers who provide concrete, asphalt and steel; local diners, laundromats, grocery stores where people spend their pay.
- Finally, **the people**—who gain an hour a day from a better commute; who drive on safer highways and bridges; who see new jobs result in the economy and new opportunities to grow.

The first year of transportation investment under the American Reinvestment and Recovery Act is not just about numbers, the faces, the state-by-state results of taxpayer dollars well spent—although they are all important. It is really about the American spirit—people ready and eager to work for the ultimate good of the entire country.

The message is clear. Working with federal and local partners and the transportation industry, states delivered good jobs and good projects at an astonishing pace—11,000 projects in a year; resulting in payrolls of more than \$1.4 billion for workers on highway and transit jobs.

Yet every state knows that this is only a down payment on the true investment needed in our transportation system. States have another 10,000 projects at the ready—meaning more potential for jobs and the resulting improvements in our aging highways and bridges, transit systems, and transportation network. This can be achieved through enactment of an immediate jobs bill to keep the momentum going, but even more importantly, the enactment of a multi-year authorization of surface transportation programs.

Transportation projects mean paychecks and a better future for America.



A Needed Boost to the Economy

By Susan Martinovich, AASHTO Vice President, and Director of Nevada DOT

ARRA really provided a shot in the arm to our state. With it, we started 69 different projects in every county in Nevada. When you put money into infrastructure, you are putting contractors to work, you are putting engineers to work, you are putting the people who provide the materials, striping paint, asphalt, and gravel to work. An economist recently looked at our efforts in southern Nevada and found that for every dollar spent, we saw over \$1.50 back in the economy and jobs.

Nevada used ARRA money for a variety of jobs, large and small, to ensure we could spread the funding around the state. One of our larger projects involved improvements to I-80, northern Nevada's main east-west artery. The \$12.4 million project will provide a safer, smoother route for travelers. In Humboldt County, another large project will use \$7.1 million in stimulus money combined with innovative construction techniques to improve safety and add new and more accessible sidewalks and ramps to the downtown corridor of Winnemucca while pumping more than \$1 million in direct payroll dollars into the local economy. A smaller project allowed us to install a wildlife overpass on heavily traveled US 93 in rural Nevada. This area experiences one of the state's highest vehicle-animal collision rates. Working in partnership with the Nevada Department of Wildlife and local community groups, recovery money allowed us to construct a wide, fenced overpass walkway to direct mule deer and other large animals over the road for the safety of the drivers.

Looking ahead, one thing is clear: our contractors need to see a continuous funding commitment from the federal government to sustain jobs, buy expensive equipment, and stay in business. We know that an investment in infrastructure pays off—you receive a good product that helps improve safety, helps reduce congestion, and creates a smooth ride.

Now it's time to take the next step. It will be good for our communities and good for the economy.



*Susan Martinovich,
AASHTO Vice President*

CHAPTER 1

Recovery—One Year, 11,000 Projects

On February 17, 2009, President Barack Obama signed the American Reinvestment and Recovery Act into law, releasing some \$48 billion to jumpstart the nation’s flagging economy and rebuild our aging transportation systems. One year later, state transportation departments have set an amazing record of speed and efficiency, providing tens of thousands of jobs and billions in paychecks to American workers.

Transportation’s Recovery Dollars

- \$27.5 billion for highways and bridges;
- \$8.4 billion for transit;
- \$9.3 billion for passenger rail;
- \$1.5 billion for competitive surface transportation grants;
- \$1.1 billion for aviation; and
- \$100 million for small shipyard grants.

What lasting benefit has resulted from the investment of dollars and determination?
As of January 22, 2010 the record is remarkable:

Restoring Highways and Bridges

Determined to move swiftly to put recovery dollars to work, Congress directed that \$27.5 billion in highway funding flow through the long-established federal highway program. Funds were apportioned to the states and from there to local governments. Projects were identified by the states and their metropolitan planning organizations, sent in for federal approval, put out for bids, and awarded. With bids running as low as 30 percent below estimates, states found they could stretch federal dollars even further, creating more jobs and more miles of improvements. California, Georgia, and Texas awarded more than 90 percent of their highway contracts for less than their cost estimates. As soon as contractors won bids they rushed to recall workers or hire new ones, order materials, and reserve equipment.

Did recovery dollars make a difference in the industry? With construction industry unemployment higher than 20 percent, public-sector highway construction increased by 5 percent over the prior year.



Since federal dollars began flowing on March 2, states and their local partners have moved forward with thousands of highway projects. As of January 29, the Federal Highway Administration reported:

- 11,100 highway projects have won federal approval to proceed;
- 7,047 highway projects are under contract or ready to proceed; and
- 2,143 projects are already completed.

Pavement Preservation

As of early January, recovery funds are being used to improve nearly 24,000 miles of infrastructure, according to information reported by states to the House Transportation and Infrastructure Committee.

The largest investments in every state have been made in projects to improve pavement. Nearly 22,000 miles of interstates and other highways are now smoother, safer, and longer-lasting.

- With system preservation its top transportation priority, Alabama invested half of its recovery funds on resurfacing deteriorating roads. By adding \$217 million to the \$230 million already budgeted for resurfacing, the state was able to fix 1,300 miles of highway, compared to the 700 miles it would otherwise have addressed.



Workers on the Richmond, Vermont, bridge rehabilitation project.

- Arkansas moved swiftly to repave highways in 47 of its 75 counties, investing \$50 million to rehabilitate some 170 miles of highway.
- Nevada’s project to install a new asphalt surface and rehabilitate four bridge decks near Rye Patch in rural Pershing County pumped \$1 million in direct payroll into a local economy suffering 10 percent unemployment.

Interstate Rehabilitation

The \$27.5 billion in highway funding from the recovery program allowed states to address some of their most urgent projects—the rehabilitation and improvement of their aging interstates.

- Work began in May on a resurfacing and bridge repair project on a three-mile section of I-74 in Moline, Illinois, in which 10 bridges will be repaired.
- Iowa is resurfacing 10 miles of interstate and replacing four sets of twin bridges on I-29 in Warren County. The construction schedule has been reduced from six to four years for the full project.
- Maine rehabilitated 24 miles of I-295 Northbound between Topsham and Gardiner, the state’s top highway priority, and the route traveled by 70 percent of the state’s economy.
- Rhode Island kicked off its resurfacing of I-95 using \$7.7 million in recovery funds. The project included a performance-based incentive based on smoothness of the roadway’s final finish, a specification which will now be used in all of the state’s freeway paving projects.

Bridges

Recovery projects are also resulting in improvements to 1,125 of the nation’s bridges, the states reported as of January 7.

Bridge projects include 571 bridge replacements, 506 bridge improvements, and 48 new bridge construction projects.

- Pennsylvania, New York, and Indiana each reported over 100 bridge projects paid for by ARRA funds, with the majority of funding going to replace aging structures.
- New Jersey is addressing 23 structurally deficient bridges using recovery funds, one fourth of the structurally deficient bridges in the state. Some \$73 million in ARRA funding is going to the Route 52 Causeway Replacement, in which two moveable bridges are being replaced with a high-level fixed span, in addition to providing numerous enhancements.
- The \$70 million rehabilitation of I-244 in Tulsa, Oklahoma, will include repairs to 40 bridges on this vital access route serving the downtown business district.

Safety

Safety improvements are being made to 1,688 miles of highway nationwide, according to data reported to the House Transportation and Infrastructure Committee.

- Recovery funding in Indiana allowed the installation of 75 miles of cable safety barriers on interstate medians on I-70, I-74, I-69, I-65, I-64, and I-265. A two-year study of earlier cable safety barriers found that while 114 vehicles hit the cable on I-65, not a single crossover crash or fatality occurred, proof that these investments save lives and reduce injuries.

- Even modest grants can make a significant difference in safety. Massachusetts invested \$613,000 in recovery funds for a Safe Routes to School project in Northampton where new sidewalks and raised crosswalks will make students' walks safer along busy Jackson Street.

Environment and Enhancements

States are also investing in transportation enhancements such as bike lanes, sidewalks, and environmental mitigation, making such improvements to some 635 miles.

- Five years after Hurricane Katrina and Rita submerged two-thirds of the roads in Orleans and St. Bernard Parishes, Louisiana is still working to repair its highway system. The state invested \$9.8 million in 26 projects equating to 20 roadway miles, including rebuilt sidewalks, shared-use bike lanes, dedicated bike lanes, and trees.
- Massachusetts devoted \$60 million to three bike and pedestrian projects including the final link in the Charles River park and pathway network by constructing a 700-foot-long bridge over the MBTA commuter tracks. The project completes the vision of providing continuous access along the Charles River to Boston Harbor.

Pavement Widening

States have reported to Congress that pavement widening for safety and congestion relief is underway for 623 miles.

- Pavement widening will ease congestion at the interchange of the Palmetto Expressway and Dolphin Expressway in Miami-Dade County, Florida. The \$589 million interstate reconstruction will include construction of over 40 bridges. It is the final part of a 16-mile improvement to the Palmetto Expressway.
- In the northern suburbs of Detroit, a five-mile section of M-59 has been a serious bottleneck for a decade, as an otherwise six-lane highway was reduced to four lanes. A \$50 million project will widen the road to three lanes in each direction, including replacement of six bridges and rehabilitation of three more. An estimated 1,214 jobs have been created or saved because of the project.

New Construction

New construction of 230 miles of highways has also been made possible by recovery funds. While small in proportion to pavement preservation, the new highway construction is seen as key to economic development and to congestion relief.

- The \$432 million I-4/Selmon Expressway Connector in Hillsborough County, Florida, is a new toll road using recovery funds. It will connect the two highways and provide thousands of trucks direct access to the Port of Tampa and the interstate, improving the efficient movement of goods throughout the region.
- Owensboro, Kentucky, the third-largest city in the state, has been hard-hit by the recession, with unemployment around 9 percent. Construction of the US 60 Bypass Extension, a \$37.6 million project including \$27 million in recovery funds, will be part of a new four-lane corridor connecting the city to Interstate 64 at Dale, Indiana. It will also provide better access to schools and a new hospital.

Improving and Operating Transit

Funding of \$8.4 billion has enabled states and transit agencies throughout the nation to address long-unmet needs for capital investment in new buses, transfer stations, track repair and renovation, and even operating assistance. As of February 4, the Federal Transit Administration reported it had obligated \$7.23 billion of its recovery funding to 708 projects, nearly 87 percent of available funding. Another 216 project applications, valued at \$1.07 billion were under review. If approved, FTA would have distributed \$8.3 billion to 924 projects nationwide.

As FTA Administrator Peter Rogoff noted, aside from high-speed rail dollars, transit received the largest percentage boost of its program of any transportation agency—an 80 percent increase in its FY 2009 funding, with a deadline of obligating half those funds within six months, and all the funds within a year.

In addition to the \$8.4 billion for transit included in the recovery act, states flexed another \$330 million in highway funding for use in transit and multi-modal projects.

Among the many success stories resulting from transit recovery funding are:

- Improvements valued at \$24 million to three MARC commuter rail lines in Maryland to enhance customer service and preserve existing facilities;
- A \$2 million renovation of trolleys in San Diego;
- A \$66 million new start grant for a metro extension in Los Angeles;
- Safety and lighting improvements to the I-205 Multi-Use Path which accommodates walking, biking, and transit; providing easier access to the new light rail system adjacent to I-205 in Portland, Oregon, a joint project of TriMet and the Oregon Department of Transportation;

A full listing of transit projects by state and city is available at:
http://www.fta.dot.gov/documents/FTA_ARRA_Awards.xls.

On Track with Intercity Passenger and High-Speed Rail

An exciting transportation initiative that sparked nationwide enthusiasm was the dedication of \$8 billion in recovery funding for high-speed and intercity passenger rail. The Federal Rail Administration worked closely with the states to develop a grants process and engage in close cooperation with states which have fostered intercity passenger rail service for more than a decade. A total of 37 states and the District of Columbia submitted grant applications totaling more than \$57 billion. On January 28, before a cheering crowd in Tampa, Florida, President Obama



Photo: Mario Olivero

announced the award of grants to 31 states and the District of Columbia. (www.highspeed-rail.org).

Grant awards ranged from \$2.34 billion to four projects in California to planning funds to enable other states to move forward with intercity passenger rail projects for possible future funding.

- In Florida, some \$1.25 billion in recovery grants will go toward the creation of a new high-speed rail corridor that connects Tampa Bay, Orlando, Miami, and other communities in central and south Florida;
- North Carolina and Virginia received \$620 million in funding for improvements to 480 miles of track in the Southeast Corridor connecting Charlotte, Raleigh, Richmond, and Washington, DC;
- Wisconsin and Minnesota will receive some \$823 million to upgrade, build, and plan 441 miles of track to establish intercity passenger rail service between Milwaukee and Madison by 2013. Improvements between Chicago and Milwaukee will ultimately reduce travel time by more than 30 percent and increase maximum speeds from 79 mph to 110 mph. Eventually, passengers will be able to travel from Chicago to the Twin Cities at a top speed of 110 mph, saving time and energy.

“This historic day is the culmination of more than a decade of work by state DOTs across the country to revive passenger rail as a major transportation option in America,” said Gene Conti, Secretary of the North Carolina Department of Transportation and Chair of the AASHTO Standing Committee on Rail. “This is also only the beginning of that resurgence. States stand ready to plan, build, and deliver high-speed rail for the United States.”

Meanwhile, Amtrak put some \$1.3 billion in recovery funds to work, including \$450 million for capital security grants. Amtrak estimates that its ARRA-funded projects will create approximately 4,600 jobs or 8,800 full-time equivalent positions over two years.

Among the Amtrak projects funded with the recovery program grants were:

- \$100 million for facility repair across the nation;
- Return of wrecked rail cars and locomotives to service;
- Repair and replacement of aged Amtrak-owned rail bridges in the Northeast; and
- Construction of new facilities to serve growing numbers of commuters.

A full description of Amtrak projects is available at:

<http://www.amtrak.com/servlet/ContentServer/Page/1241245669222/1241256467960>.

Further examples of state projects, by state or by kind of improvement, can be accessed at the new AASHTO website: www.recovery.transportation.org.

CHAPTER 2

Constructing Jobs: The People Behind the Stimulus Numbers

Transportation turned out to be a marvelously efficient way to help stimulate the economy. Just a year after the stimulus bill was signed into law, over 11,000 projects are already completed or are underway, putting tens of thousands of Americans to work—many of whom had been unemployed for months.

Construction trade unemployment in Michigan last year probably topped 40 percent, according to Kirk Steudle, the state’s transportation director. One person who had been out looking for more than half a year was Frank Anzenberger. As Steudle says, *“This is a guy who has been in the industry for 30 years—*



Charles Graham, Dean Libhart, Erik Buholm, and Rich McKinney were all out of work for months before landing jobs on the I-5 Port of Tacoma to King County Line HOV project.



not a newbie.” But with the economy still sluggish and so little building going on, Anzenberger might have stayed out of work for many months to come.

Instead, Anzenberger was not only hired, he had the chance to introduce Vice President Joe Biden at a Kalamazoo ceremony last June marking the approval of the 2,000th transportation project funded by the stimulus bill, formally known as the American Recovery and Reinvestment Act, or ARRA. *“The economic stimulus does mean to me that I’m going to have a weekly paycheck,”* Anzenberger said.

His story has been repeated all over the country. Fred Arellano, a construction worker with 33 years experience, went out looking for work every day for four months without success until he landed a job supervising an ARRA-funded \$17 million paving project in southern New Mexico.

Rhea Mayolo, a divorced mom who had been supporting her kids by working multiple jobs waiting tables and keeping books, found a more comfortable living after being hired by a Maryland engineering firm that had received some stimulus work last spring.

“There are some really talented people who are out of the workforce,” said Jim Duit, president of a construction company in Edmond, Oklahoma. *“If it wasn’t for the stimulus, we would have laid off 40 or 50 percent of our people.”*

Putting People to Work

By including \$48 billion in new transportation funding over two years, states were able to move quickly through the contracting phase and get needed salary dollars out the door to thousand who might otherwise been in the unemployment line.

“I’d much rather give money to a contractor who is doing real, meaningful work for our state than to have to extend unemployment benefits,” said Susan Martinovich, director of the Nevada Department of Transportation.

All Bart Presinger wanted was a job. After being laid off at the start of 2009, Presinger sent out more than 50 resumes during the next six months. Despite having worked in construction for a quarter of a century, Presinger could not get a nibble. Finally, Presinger was hired as a project manager, overseeing the construction of three miles of new six-lane highway, connecting the California–Mexico border with Interstate 805—a key conduit for international trade where truck traffic is expected to double by 2020.

Presinger is overseeing 115 people at the work site and only regrets that there isn't work for more. He knows how tight things can get when you are out of work. ***"We were skimping everywhere we could and we were maybe two months away from possibly missing a payment on the house,"*** he said. ***"Thank God I got hired on. It really saved our way of life."***

Up the Pacific Coast, a two-year job widening Interstate 5 between the Port of Tacoma and the King County line put back to work several laborers who had been idle for months in Washington state. Many members of Laborers' Local 252 struggled to support young families and elderly parents and, in Michael Joseph's case, caring for a wife battling cancer. Joseph had only worked four months of the previous 12 before he was hired on for the Interstate job. ***"I just started crying,"*** he said after getting hired. He had been helping to care for his ailing wife, and he could not keep up with the costs without work. ***"For me, health care is everything,"*** he said.

Across the country in suburban Maryland, three ARRA-funded projects allowed Guardrails, Etc., a minority contractor/subcontractor, to hire back 15 employees last May—ending layoffs that had reduced its workforce by 25 percent. The company was also able to buy two trucks, one new and one used, to work on the jobs. ***"I am so thrilled to be working on these projects and keeping my people on the payroll and off of unemployment,"*** said Marnie Beier, Guardrails' president.

Adam Zaharick's concerns centered on education. For two summers in a row, he had worked as a laborer in central Pennsylvania, allowing him to pay his own way through college without taking on debt. Last



Columbia Asphalt construction worker Jeff Randolph with his family.

spring, it looked doubtful that he would be recalled for a third season until his boss landed an ARRA-funded project that saved or created 30 jobs.

“Altogether, more than 7,000 people are directly working on transportation and water infrastructure projects now,” Pennsylvania Gov. Ed Rendell said. ***“These 7,000 people are earning paychecks and are able to pay their bills, shop in their community, and help get this economy revved up.”***

Benefits Ripple Through the Entire Economy

As grateful as contractors are to be able to put crews of 50 or 250 people back to work, the amount of direct hiring funded by ARRA tells only a portion of the story. The number of jobs for engineers, concrete mixers and stripe painters badly undercounts the impact on employment from state DOT projects. Stimulus provided 10 percent of the business enjoyed by Michael Hawbaker’s construction company in Pennsylvania last year, saving more than 120 jobs. But his company also owns a pre-stressed bridge operation, which benefited from nearly as much work on other stimulus projects. ***“None of those count (in the “official” ARRA jobs’ tally) because they’re suppliers,”*** Hawbaker notes.

With gas tax and registration fee receipts in decline, the recovery dollars came along at just the right moment to help contractors, construction workers, and the industries that serve them—equipment manufacturers and rental companies, steel makers and quarries, motel owners and restaurants near their sites. ***“Bring on the hardhats and the payloaders, the engineers and surveyors, the lunch trucks and the laundromats and countless other people and employers who stand to benefit from a boost to our economy,”*** Connecticut Governor Jodi Rell said in celebrating a \$73 million project to widen Route 1 and replace Amtrak’s bridge over that highway.

Craig Miller, Project Supervisor for O&G Industries on Connecticut’s Merritt Parkway Project, is thanked by Vice President Joe Biden for his work.



CHAPTER 3

The Long-Lasting Benefits for Long-Term Recovery

Although the overriding goal of the recovery act was to get people working—something transportation was able to accomplish most effectively—the money spent on infrastructure was far from make-work. Thanks to projects undertaken by state transportation departments and their local government partners, congestion will be eased at major chokepoints in metropolitan areas such as San Francisco, Trenton, and Denver. Rural areas from Alaska to North Carolina are witnessing the construction and rehabilitation of roads and bridges that provide a lifeline for their communities.

“Across the country, the recovery program will leave a lasting transportation legacy. People will be driving on the newly paved roads for decades or traveling over bridges for another 100 years. Transit will be improved, new highways built, and bike and walking paths constructed to provide safer access to schools. In short, for every transportation dollar spent now, we are giving something back that will be permanent for the future,” said Larry “Butch” Brown, AASHTO President and Director of the Mississippi Department of Transportation.

Pennsylvania is making a big dent in reducing the nation’s largest inventory of structurally deficient bridges; their overall total went down last year for the first time in nearly a decade. Indiana’s transportation projects to add cable guardrails on 74.8 miles of its interstate highways has already reduced the number of highway fatalities to their lowest level since 1925.

One constituent wrote, “I just wanted to thank you for installing the safety cables along I-70 near Richmond, Indiana. We were traveling east on I-70 on 9-11-09. I nodded off for a second and ended up getting caught by the safety cables. It was about 3:45 in the afternoon. Without the safety cables we and oncoming traffic would have been involved in a horrific accident. I don’t know how to thank you enough for saving our lives.”

Projects in Missouri, Texas, and Rhode Island, among other states, have led to direct investment from the private sector that will dwarf the outlay from state transportation departments.

“It showed that the DOTs around the nation are good stewards of our funds,” said Mark Compton of American Infrastructure, a contractor based in Maryland. “In some states, they doubled the program for the year. The projects were put out, they were done well, and now we really have the assets.”





More Work for Every Stimulus Dollar

And states have gotten a bargain. A study by the Government Accountability Office found that for 10 states and the District of Columbia, the majority of contracts are being awarded for less than the original cost estimates. In Georgia, contracts came in, on average, 30 percent lower than state estimates, while Colorado and Massachusetts have seen savings of 15 percent, on average. It became clear to states that contractors who have to make debt payments and payroll were hungry for work. Out-of-state bidders have become common place and today it is not unusual for state DOTs to get eight or 10 bids on projects totaling under \$1 million—leading to great savings for taxpayers.

“Our money’s going further and we’re able to deliver more improvements for the dollar,” says Paula Hammond, Washington State’s secretary of transportation. “We call it a two-fer—we get good transportation improvements and we were able to put people to work.”

The transportation improvements are key. Although the stimulus dollars are being spent quickly, they will have a lasting impact in improving the nation’s strained transportation network. “You not only create jobs today, you ensure the economic vitality of the future,” says Oklahoma DOT Director Gary Ridley. “When we think of the aging infrastructure that we have in our state, our country, our communities, the investments made many years ago are what drive the economic engine of today.

“Certainly, if the federal government wishes to spur the economy not only today but in the future, putting the money into infrastructure is absolutely the best thing to do.”

The people who work in transportation in America are deeply grateful for the help they’ve received through the federal stimulus. There’s no question that it filled a gap in funding for states that have struggled over the past year and continue to face budget shortfalls in the billions. And people who work at state transportation departments are enormously proud that they have been able to meet the challenges set forth by Congress and the Obama administration. They have spent this money both wisely and at a breakneck pace, while meeting unprecedented demands for accountability and transparency.

Moving Faster

Minutes after the President signed the Recovery Act on February 17, 2009, Missouri transportation officials met beside a dilapidated bridge over the Osage River that connected, among other things, the state capital with the Fort Leonard Wood army post. The bridge had been built in 1933, and it had become common to see huge chunks of concrete fall below as cars passed over. Because of the structural issues, trucks had been banned from the bridge in 2007. “This is a terribly dilapidated, dangerous, outdated bridge,” said Tom Wright, a Miller County commissioner.

Knowing the stimulus bill was moving fast, the Missouri Highways and Transportation Commission rushed to get ready. Before the ink was dry on the ARRA bill, commissioners officially signed off on the \$9 million project to build a new bridge beside the crumbling old one. “The local people are absolutely ecstatic about it,” Wright said. “It’s a huge safety factor for us and we’ve wanted it for a long time.” The Osage River bridge was only one of four projects the Missouri Department of Transportation got underway on stimulus signing day, one year ago. Other states were similarly quick off the blocks, proving an important point about transportation funding.

Contrary to the warnings from some economists that transportation and infrastructure were too slow for injecting cash into the economy, the way their funding is structured actually gets things moving quickly. Other ARRA-funded programs have to wait on actual checks from the federal Treasury. But state DOT officials are able to spend money right away, only receiving federal reimbursement some time later.

For example, by mid-November, states and local governments had obligated \$20.4 billion dollars to fund just over 8,800 projects nationwide, according to GAO. The federal government had actually written checks for \$4.2 billion at that point—just over a fifth of the total outlay.



Oklahoma DOT is using \$65 million of its Recovery Act funds to reconstruct I-244 in Tulsa.



“The economic impact of the stimulus is not when the federal dollars are being disbursed,” said Pete Rahn, Missouri’s transportation director. “It occurs as soon as we let a contract and the contractors are putting in orders for steel and for workers at union locals. The minute they know they are low-bid, they start spending the money and stimulating the economy.”

It is all about timing. With state budgets in freefall, said Susan Martinovich, Nevada’s transportation director, “the recovery act was tremendously important because it came at a time when we were seeing a drop in our gas tax receipts. We were panicked at our ability to put out projects and even match the federal funding we were seeing.”

Stimulating the Broader Economy

Beyond the economic bonus generated by construction workers and contractors having some money in their pockets, state transportation departments (DOTs) have helped open up entire new areas for business development, paying immediate dividends to the economy.

A new bridge across the Colorado River is helping the city of San Angelo, Texas, keep its commitments to the largest new manufacturing plant it has seen in decades. In 2008, Martifer-Hirshfeld Energy Systems had agreed to locate a wind tower construction plant in San Angelo, on the condition that an early 1900s rail bridge across the Colorado River be replaced. It was simply too low and too narrow to carry Martifer’s wind towers north to markets throughout the rest of the country. Texas had earmarked some funding for the project, but “only when the stimulus funds came into play were the officials able to put the needed funds in place to replace the bridge,” said Phil Neighbors of the San Angelo Chamber of Commerce. “It was necessary for us to retain the jobs that they pledged to us.”

In St. Louis County, the completion of a north-south highway will open up thousands of acres to development, creating up to \$20 billion in economic activity over the next 20 years, according to a University of Missouri-St. Louis study.

Completion of Highway 141 had been talked about for decades, but without stimulus funding it would have been only that—just talk. “This opens up 3,000 acres in a developed urban county that doesn’t have 3,000 acres of developable land anywhere else,” said Mac Scott, spokesman for St. Louis County Executive Charlie Dooley. “The land was there—good property for development, and the kind of development that will help grow an economy.”

In Johnston, Rhode Island, Mayor Joseph Polisena said he was “hell bent” to redevelop a parcel of land that had sat vacant for 18 years. Just 300 yards from town hall, the land was clearly a blighted property. In order to widen and improve Hartford Avenue—a prerequisite for the parcel’s development—the Rhode Island DOT had completed all the necessary engineering and planning work and has assembled much of the property needed. But the state lacked the funds to finish the project. Thanks to \$3.4 million from ARRA, RIDOT’s work is scheduled to be completed in Spring

2011—and the first phase of a \$40 million shopping and hotel complex should be finished alongside the road improvements.

“It was one of those shovel-ready projects that you hear about in the press that this stimulus was supposed to get off the ground,” said Jeffrey Saletin, who is developing the property. “Our project, with so much money being put in by the private sector, is probably a project that never would have started if this road hadn’t been improved.”

One of the biggest stimulus project in the country is an effort to untie traffic north of the Dallas-Fort Worth Airport, where eight highways converge to create what locals call “the funnel.” Despite the name, traffic does not shoot through the funnel. Instead, it’s the scene of some of the worst congestion in the state, affecting commuter patterns in a multi-county area and making it a chore to get in and out of one of the nation’s busiest airports for both fliers and cargo handlers.

The billion-dollar project, which received \$250 million in stimulus funds, includes the complete reconstruction of three major highway interchanges and five major arterial crossings. The project will also add four managed lanes—two in each direction—that will generate revenue to fund the corridor’s operations and provide a choice for travelers to pay for increased reliability and reduced travel time.

“It will not only enhance the development that’s already constructed but it will improve the opportunities for economic development throughout the corridor,” said Jerry Hodge, Grapevine’s city engineer. The Texas project has been 15 years in the planning stages. “It was certainly a godsend and we wouldn’t have been able to do as much without the economic stimulus,” Hodge said.

Getting Roads and Bridges Back in Shape

In his 1954 novel *The Ecstasy of Owen Muir*, Ring Lardner, Jr. noted that “everyone wants to build in this country, no one wants to maintain.” That sentiment is no less true today. As Missouri DOT Director Pete Rahn noted, “It’s not very sexy. You don’t cut a ribbon for an overlay.”

But, while there may be no signature ARRA-funded transportation project that people will come to think of as emblematic—no lofty new bridge that redefines a city’s skyline or brand-new interstate connecting ports with the prairie—state DOTs are accomplishing something equally important. They are making it possible for drivers to make better use of existing roads and bridges that, thanks to current preservation efforts, will last for a much longer time to come.

“People get frustrated with always seeing the construction barrels and cones, but as we open up some of the areas of congestion—along I-405 we straightened out a troublesome S-curve where





people used to sit every morning, and now the bottleneck is gone—we've given them back an hour of their day," said Washington State Transportation Secretary Paula Hammond.

Up in Alaska, the Glenn Highway is the only highway north from Anchorage into the state's vast interior—the primary route for goods heading north from the Port of Anchorage and oil field modules and equipment bound for the North Slope and the Trans-Alaska Oil Pipeline. In addition, the highway serves as a major commuter route, carrying 42,390 vehicles daily—a significant number anywhere but especially so in a lightly populated state.

Despite its importance, the Glenn Highway was in bad shape. "I don't want to use the word hazardous, but it was certainly a challenge to travel the Glenn Highway," said John Fuglestad, general manager of Quality Asphalt Paving. "Certainly this project did need to be done because the road was severely rutted." Putting its own team and a group of subcontractors to work—the project employed 177 people at its peak—QAP resurfaced 14 miles of highway from Hiland to Eklutna, on time and under budget. Because of the use of studded tires in the area, the project included Alaska's largest application of a rubberized asphalt pavement mix, which for a relatively minor increase in cost is expected to nearly double the life of the pavement.

States have taken advantage of the ARRA money to clear up nettlesome problems that they simply couldn't afford to address before. In Alabama, increased costs have meant that the number of deficient miles of roadways increased by 29 percent from 2003 to 2008, despite the fact that the Alabama DOT had doubled the amount of funding for resurfacing. The state DOT decided to devote roughly half its portion of the stimulus funds—\$48 million—to resurfacing existing roads including an effort to rehabilitate an 11-mile section of old and deteriorated concrete pavement along Interstate 59 in Etowah County. Work on the section had been delayed for years, because the project would have eaten up half the state's annual apportionment for Interstate maintenance.

Along similar lines, Pennsylvania is devoting a good deal of its ARRA program to getting its bridges back into shape. The state has a backlog of 5,700 structurally deficient bridges statewide, including 37 located on Interstate 95. PennDOT decided to invest \$70 million to repair the Girard Point Bridge—one of the state's largest and most important, daily carrying more than 84,000 vehicles per day across the Schuylkill River, just south of downtown Philadelphia. The bridge, built in 1973, is starting to show its age. The current corrective work will help keep traffic moving along one of the nation's busiest corridors and obviate the need to spend much more on repair or even replacement in the future. "I can't tell you how important it has been," said PennDOT Secretary Allen D. Biehler. "Pennsylvania has absolutely been struggling with a backlog of bringing our roads and bridges into good repair."

West Virginia decided on a similar approach, rehabilitating 26 bridges all across the state. “The funding was a welcome infusion,” said West Virginia DOT Secretary Paul Mattox, Jr. “Many of these bridges were built early in the 20th Century. By replacing these rural bridges, we will greatly improve the safety of motorists—our residents, tourists or travelers—throughout this region.”

Relieving Chokepoints

All states have clearly benefited from the funding opportunities that ARRA has afforded them. Along with repair work and new projects, states have been able to expand their capacity at critical chokepoints. Groundbreaking occurred this month for construction of a fourth bore through the Caldecott Tunnel, which connects Alameda and Contra Costa counties in Northern California. Presently, one of the current three bores is switched each workday to accommodate the direction or travel that is heaviest, which results in traffic backing up in the non-commute direction. The \$215 million project has received one of the highest allocations of ARRA funding in the nation—\$197.5 million—and will create 5,500 to 6,000 jobs.



Installing guardrails to improve safety was a goal of several recovery projects.



In Delaware, backups are part of life at the I-95 Toll Plaza near Newark, Delaware—one of the worst bottlenecks along the Northeast Corridor. Average daily traffic exceeds 78,000 vehicles and peak seasonal volume is well above 100,000, all of which slows down to due limited amounts of processing available at the toll booths, causing frequent accidents. (The crash rate is nearly three times the average for interstate highways throughout the state.) By creating new EZ Pass lanes and upgrading existing ones, Delaware transportation officials predict that the number of vehicle-hours of delay will be reduced by 90 percent next year.

North Carolina is also building capacity for its busiest rural public transit system. AppalCART, which is located in Boone, now provides 1.2 million rides to Watauga County residents and students at Appalachian State—more than double the number in 2000. This boost in business has meant that the system has purchased longer buses but, at the same time, it has overwhelmed its main transit center. Thanks to ARRA, the center is now being replaced by a new “green” building.

“Our transit system has been in the same place for 24 years, and we’ve outgrown it,” said Chris Turner, director of AppalCART. “Basically, the ARRA not only saved the state a lot of money, it provided a true stimulus for the local economy—with public transit serving as the economic engine.”

CHAPTER 4

Looking to the Future and Longer-Term Solutions

By funding projects that enable many states to address their most pressing needs and allowing them to fix some of the weak links in their systems, stimulus has had a happy “domino effect,” said Gary Ridley, Oklahoma’s transportation director. ARRA has opened up holes in his state’s eight-year construction program, allowing ODOT to move other projects forward. Other states have also been able to make some headway on their back inventory of needed work.

Pennsylvania Transportation Secretary Allen Biehler said, “ARRA has really had the impact that was anticipated by the people who passed this legislation in the first place. Folks I talk to—who are not the DOTs—say that the transportation stimulus money is one of the best parts of the stimulus program. The result has been tangible, meaningful improvements that the public can enjoy for years to come.”

But as Biehler points out, the stimulus was the equivalent of one year’s federal transportation aid. Although entirely welcome, this is not enough to clear up the backlog of projects that state DOTs are planning—and certainly not enough to provide certainty looking ahead for the construction industry.

Nevada DOT Director Susan Martinovich said, “I’ve heard from our contracting community that they want and need more projects. Knowing there are still projects coming out (for bid) gives them some assurance that there will be opportunities for work in the future. Without having a bigger backlog, they are reluctant to buy equipment.”

Without knowing what future funding streams are going to look like, contractors such as Michael Hawbaker in Pennsylvania say they’re reluctant to buy pieces of equipment that can run into six and seven figures.

“The stimulus is great but what we need is long-term stability,” said Kirk Steudle, Michigan’s transportation director. “If we really want to crank up the Caterpillar plant in Peoria, we need contractors to know what the scope of the transportation program is going to be for the next few years.” Steudle added that the short-term extensions of the federal transportation law are causing anxiety in the transportation community.





In fact, some people in the transportation field worry that the success of the Recovery Act might be leading some in Congress to believe it has already done enough to invest in the infrastructure of this country. “My concern is that they will delay a long-term bill, which really has a negative impact on our long-term planning process,” said John Cox, Wyoming’s director of transportation.

A new jobs bill passed by the House reflects the central role transportation and infrastructure play in making the economy more robust. But states are hopeful that Congress will turn its attention away from temporary funding streams and toward the longer-term solutions that are desperately needed. Even with the stimulus, states have barely been able to keep up with continually rising traffic demand, and no one expects the country to lose population or see a reduction in vehicle miles traveled any time soon.

“Both the stimulus and the jobs bill will have an enormous, beneficial effect on transportation infrastructure around the country,” said Colorado Transportation Executive Director Russell George. “In most cases, it will have propped up a system that was beginning to fail because of other falling revenues. But to get it on a firm setting, we need more regular funding, to recognize that even with a two-year stimulus the system is failing faster than we can prop it up.”

Throughout 2010, state transportation departments will be busy finishing the work already underway thanks to last year’s Recovery Act. As the one-year anniversary approaches, nearly all the ARRA funds available to transportation have already been obligated. State DOTs, however, know their work is far from complete as they continue to improve the national transportation network and help to get the economy rolling again.

In an AASHTO survey in December, states identified another 9,800 ready-to-go projects valued at \$79 billion that could proceed within 120 days. Transportation investment continues to be the nation’s prime opportunity for job creation and economic recovery.

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Summary of Highway Projects. Federal Highway Administration. As of January 29, 2010

State	Funds (\$)		Number of Projects		
	Available	Obligated	Obligated	Notice to Proceed	Completed
Alabama	\$513,343,313	\$445,672,226	226	126	15
Alaska	\$173,520,994	\$128,665,560	22	13	
American Samoa	\$4,500,000	\$4,500,000	1		
Arizona	\$520,911,019	\$381,395,263	177	159	21
Arkansas	\$351,894,468	\$269,699,314	103	77	53
California	\$2,542,558,342	\$2,409,532,528	867	118	48
Colorado	\$385,574,130	\$371,615,726	99	64	15
Connecticut	\$299,253,956	\$249,829,812	88	36	3
Delaware	\$121,828,650	\$65,530,988	31	27	
District of Columbia	\$123,507,842	\$102,221,125	13	11	
Federal Lands	\$550,000,000	\$254,008,372	122	51	
Florida	\$1,348,480,707	\$1,248,507,183	530	255	39
Georgia	\$907,756,775	\$823,907,557	329	150	
Guam	\$18,000,000	\$18,000,000	5		
Hawaii	\$125,746,380	\$98,324,691	20	12	
Idaho	\$178,878,631	\$172,706,553	66	63	
Illinois	\$935,592,704	\$914,909,886	735	497	189
Indiana	\$657,727,707	\$596,698,569	972	707	236
Iowa	\$357,623,007	\$354,778,952	232	191	48
Kansas	\$348,242,169	\$277,696,657	132	50	11
Kentucky	\$420,829,347	\$388,251,994	47	33	2
Louisiana	\$433,016,357	\$354,473,519	73	34	
Maine	\$137,552,032	\$131,002,032	73	72	58
Maryland	\$415,524,777	\$405,253,914	164	97	12
Massachusetts	\$386,404,367	\$377,605,900	83	40	
Michigan	\$854,995,217	\$774,491,498	575	426	189
Minnesota	\$505,550,989	\$501,942,254	201	136	65
Mississippi	\$354,564,343	\$338,527,623	162	68	13
Missouri	\$638,602,918	\$634,425,732	327	193	100
Montana	\$212,470,571	\$203,342,725	82	68	19
N Mariana	\$4,500,000	\$4,500,000	1		
Nebraska	\$231,739,279	\$199,342,846	102	58	12
Nevada	\$201,352,460	\$192,938,147	64	18	2
New Hampshire	\$129,440,556	\$127,584,542	33	27	9
New Jersey	\$651,774,480	\$588,109,982	147	46	2
New Mexico	\$252,644,377	\$246,183,192	87	20	
New York	\$950,468,723	\$944,258,723	443	303	77
North Carolina	\$730,409,684	\$701,670,592	361	272	28
North Dakota	\$167,146,497	\$167,146,497	162	118	1
Ohio	\$919,627,030	\$741,228,917	360	201	63
Oklahoma	\$464,655,225	\$439,455,980	248	162	45
Oregon	\$275,930,284	\$261,830,904	309	229	2
Pennsylvania	\$1,027,679,012	\$1,023,005,447	303	270	85
Puerto Rico	\$105,000,000	\$104,808,617	21	6	
Rhode Island	\$137,445,725	\$125,691,595	55	52	20
South Carolina	\$463,309,029	\$419,306,686	171	87	3
South Dakota	\$186,877,359	\$181,019,030	48	23	5
Tennessee	\$575,571,043	\$525,090,271	277	262	142
Texas	\$2,240,215,146	\$1,752,845,791	393	282	85
Utah	\$213,919,543	\$205,502,386	111	97	93
Vermont	\$125,791,291	\$121,590,326	62	32	20
Virgin Islands	\$15,462,845	\$10,692,498	3	3	
Virginia	\$647,230,364	\$422,225,495	90	22	3
Washington	\$492,339,894	\$481,033,919	204	170	88
West Virginia	\$210,852,204	\$189,104,103	115	104	54
Wisconsin	\$531,307,063	\$443,118,157	308	253	168
Wyoming	\$157,616,058	\$157,616,058	65	59	
TOTAL:	\$26,934,756,883	\$24,074,418,854	11,100	6950	2143

Miles Improved by Recovery Act Highway and Bridge Funds. As of January 7, 2010

State	New Const.	Pavement Improvement	Pavement Widening	Safety Traffic Management	Enhancements	Other	Total
Alabama	3.6	585.7	12.1	22			623.4
Alaska		102.1	0.3		7.6	1.8	111.9
Arizona	5.8	300.3	44.3		6	408.4	764.7
Arkansas	30.4	181.4	23.8			1.4	237
California	2.5	1,603.60	20.9	117.4	146.1	63.3	1,953.60
Colorado	4.8	199.1	16.7	63.7	14.7	3	302.1
Connecticut		53.1		0.1			53.2
Delaware		35.5		108.6	1.7	7.3	153
District of Columbia		31.3	0.3	14			45.6
Florida	8.4	426.8	62.2	125.6	84.8	14.1	721.8
Georgia	17.6	975.5	20.5	100.9	27.2	0.4	1,142.10
Hawaii		21.5	0.6				22.2
Idaho	5.1	103.9	15.5		0.5	45.7	170.7
Illinois	3.8	825.4	1.3	7.9	16.5	41.3	896.3
Indiana	5	1,391.50	16	67.3	24.7	57.2	1,561.70
Iowa	3.9	249.7					253.6
Kansas	2.9	88	21.1	0.4	0.8	7.3	120.7
Kentucky	5.8	77.9	14.2	1.1	1.9		101.1
Louisiana	4.3	29.5	2.6		0.2		36.7
Maine		198.8				0.4	199.1
Maryland		83	2.2	43.2	30.1	0.4	159
Massachusetts		136.1		7	2.2		145.3
Michigan		1,391.30	31.5	165.9	95.9	50.4	1,735.00
Minnesota		391.1	3	69.1	10.5	4.5	478.2
Mississippi	4	299.6		1	3		307.6
Missouri	35	1,247.20	57.4	5.1	52.4	16	1,413.00
Montana		201.8	6.3	1			209.1
Nebraska		276.1	2.2				278.3
Nevada		118.3			4.7	0.5	123.5
New Hampshire	2.8	567.3	3.8				573.9
New Jersey		53.8		14.8		16.7	85.4
New Mexico	24	201.7	34.3		11.4		271.4
New York		774.3	0.2	96	4.7	48.8	924
North Carolina		81.3					81.3
North Dakota		880.2			5.4	9.1	894.8
Ohio	1.5	307.7	4.9	7.9	4.4	1.8	328.2
Oklahoma		411.5	20.9	0.5	0.3		433.2
Oregon		271.2	12.6	179.2	3.3	67.3	533.6
Pennsylvania		354.4	1	19.6	7.2	0.6	382.8
Rhode Island		87		48	3.5	3	141.6
South Carolina	4.2	229	19.5	194.9	11.3	3	461.9
South Dakota		449.3	1.1				450.4
Tennessee	19.8	589.3	39.5	0.4	1.7	27.2	677.7
Texas	11.3	1,017.30	34	4.2	15.7	3.7	1,086.20
Utah	9	165.4	8.1	3.9	3.5	3.1	193
Vermont		210	7.1		0.3		217.4
Virginia	4.4	234.7	4.4			19.7	263.2
Washington	3.3	414.6	10	184.4	27.3	22	661.6
West Virginia	1	121.8	4.6				127.4
Wisconsin	1.2	384.4	35.9	0.2	0.4	31.4	453.4
Wyoming		301.5	3.6	13.6	3.8	29.6	352.1
American Samoa							
Guam							
Northern Marianas						1.5	1.5
Puerto Rico		33.2	2.5				35.8
Virgin Islands	4.9					0.4	5.2
National	230.3	19,766.50	622.8	1,688.80	635.6	1,012.20	23,956.30

Source: House Committee on Transportation and Infrastructure

Bridges Improved by Recovery Act Highway and Bridge Funds. As of January 7, 2010

State	Bridge Improvement	Bridge Replacement	New Bridge Construction	Total
Alabama	1	2		3
Alaska	2			2
Arizona	4	1	2	7
Arkansas	1	4	2	7
California	7	2		9
Colorado		4		4
Connecticut	9	4		13
Delaware	3			3
District of Columbia	2			2
Florida	16		2	18
Georgia		28		28
Hawaii	3	1		4
Idaho	6		1	7
Illinois	42	25		67
Indiana	77	16	13	106
Iowa	5	20	2	27
Kansas	1	15		16
Kentucky	1			1
Louisiana		12		12
Maine	5	3		8
Maryland	10	2		12
Massachusetts	3	2		5
Michigan	22	9		31
Minnesota	5	30	3	38
Mississippi	5	14		19
Missouri	9	6	2	17
Montana	3	4		7
Nebraska	7	15		22
Nevada			1	1
New Hampshire				
New Jersey	8	4	1	13
New Mexico	3	3	1	7
New York	53	50		103
North Carolina	17	13	1	31
North Dakota	1	4		5
Ohio	27	23	1	51
Oklahoma	6	55	4	65
Oregon	1			1
Pennsylvania	80	31		111
Rhode Island	5	1		6
South Carolina		8		8
South Dakota	1			1
Tennessee		52	1	53
Texas		23	6	29
Utah	3	3		6
Vermont	6	2		8
Virginia			1	1
Washington	1	7	3	11
West Virginia	25	26		51
Wisconsin	16	47	1	64
Wyoming	3			3
Puerto Rico	1			1
National	506	571	48	1,125

Source: House Committee on Transportation and Infrastructure

States Put Recovery Funds to Work. As of December 31, 2009

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects*
Alabama					
Highway Infrastructure Investment	\$513,692,083	\$448,610,958	114	\$386,995,000	13
Transit Capital Assistance	\$40,132,290	\$12,977,420	7	\$9,682,489	2
Total	\$553,824,373	\$461,588,378	121	\$396,677,489	15
Alaska					
Highway Infrastructure Investment	\$175,461,487	\$125,300,471	15	\$95,765,222	2
Transit Capital Assistance	\$40,868,579	\$37,190,073	22	\$20,995,030	1
Total	\$216,330,066	\$162,490,544	37	\$116,760,252	3
Arizona					
Highway Infrastructure Investment	\$520,911,019	\$342,228,316	163	\$328,660,626	21
Transit Capital Assistance	\$99,921,878	\$97,112,399	24	\$20,553,636	4
Total	\$620,832,897	\$439,340,715	187	\$349,214,262	25
Arkansas					
Highway Infrastructure Investment	\$351,544,468	\$254,827,379	80	\$196,099,323	53
Transit Capital Assistance	\$20,573,849	\$19,636,947	19	\$13,634,896	6
Total	\$372,118,317	\$274,464,326	99	\$209,734,219	59
California					
Highway Infrastructure Investment	\$2,552,945,059	\$2,210,845,777	379	\$1,213,101,799	144
Transit Capital Assistance	\$803,266,404	\$767,496,440	218	\$506,130,413	85
Total	\$3,356,211,463	\$2,978,342,217	597	\$1,719,232,212	229
Colorado*					
Highway Infrastructure Investment	\$385,324,130	\$303,414,765	65	\$285,234,188	15
Transit Capital Assistance	\$121,307,240	\$113,428,567	27	\$71,955,739	5
Total	\$506,631,370	\$416,843,332	92	\$357,189,927	20
Connecticut					
Highway Infrastructure Investment	\$302,053,956	\$217,789,369	33	\$199,463,567	0
Transit Capital Assistance	\$120,767,245	\$119,035,745	12	\$113,071,188	0
Total	\$422,821,201	\$336,825,114	45	\$312,534,755	0
Delaware					
Highway Infrastructure Investment	\$121,828,650	\$65,362,827	31	\$64,962,826	3
Transit Capital Assistance	\$19,000,000	\$17,994,157	4	\$17,700,767	0
Total	\$140,828,650	\$83,356,984	35	\$82,663,593	3
District of Columbia					
Highway Infrastructure Investment	\$123,507,842	\$102,969,659	12	\$99,223,833	1
Transit Capital Assistance	\$184,083,396	\$182,478,396	17	\$123,483,722	1
Total	\$307,591,238	\$285,448,055	29	\$222,707,555	2

* Colorado's transportation management areas produced an additional \$53 million in recovery act obligations; of which \$18.6 million is under contract and two projects have been completed. This information is not reflected in Colorado's totals shown above in columns 3-6.

States Put Recovery Funds to Work. As of December 31, 2009. *Continued*

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects*
Florida					
Highway Infrastructure Investment	\$1,346,042,707	\$1,231,623,708	342	\$909,208,438	39
Transit Capital Assistance	\$277,775,773	\$231,373,967	186	\$97,111,686	73
Total	\$1,623,818,480	\$1,462,997,675	528	\$1,006,320,124	112
Georgia					
Highway Infrastructure Investment	\$906,585,680	\$778,434,041	262	\$685,215,135	0
Transit Capital Assistance	\$128,782,318	\$116,901,656	9	\$43,973,731	0
Total	\$1,035,367,998	\$895,335,697	271	\$729,188,866	0
Hawaii					
Highway Infrastructure Investment	\$125,746,380	\$98,061,066	12	\$40,798,138	0
Transit Capital Assistance	\$43,582,583	\$43,582,583	4	\$2,888,921	0
Total	\$169,328,963	\$141,643,649	16	\$43,687,059	0
Idaho					
Highway Infrastructure Investment	\$178,878,631	\$173,802,643	14	\$100,542,796	0
Transit Capital Assistance	\$29,935,196	\$29,214,994	34	\$12,269,536	0
Total	\$208,813,827	\$203,017,637	48	\$112,812,332	0
Illinois					
Highway Infrastructure Investment	\$935,592,704	\$865,041,248	547	\$730,503,989	189
Transit Capital Assistance	\$365,568,604	\$347,074,862	46	\$334,793,925	7
Total	\$1,301,161,308	\$1,212,116,110	593	\$1,065,297,914	196
Indiana					
Highway Infrastructure Investment	\$657,967,707	\$479,940,367	816	\$479,940,367	236
Transit Capital Assistance	\$76,642,415	\$61,430,069	51	\$52,936,159	15
Total	\$734,610,122	\$541,370,436	867	\$532,876,526	251
Iowa					
Highway Infrastructure Investment	\$357,623,007	\$355,081,150	236	\$344,107,466	48
Transit Capital Assistance	\$35,640,339	\$33,034,369	90	\$27,861,169	6
Total	\$393,263,346	\$388,115,519	326	\$371,968,635	54
Kansas					
Highway Infrastructure Investment	\$347,817,167	\$278,886,370	85	\$247,168,728	11
Transit Capital Assistance	\$25,203,158	\$20,530,172	11	\$9,917,319	5
Total	\$373,020,325	\$299,416,542	96	\$257,086,047	16
Kentucky					
Highway Infrastructure Investment	\$420,854,991	\$393,081,273	58	\$319,692,409	2
Transit Capital Assistance	\$49,375,837	\$46,365,491	96	\$34,777,982	44
Total	\$470,230,828	\$439,446,764	154	\$354,470,391	46

Source: House Committee on Transportation and Infrastructure

States Put Recovery Funds to Work. As of December 31, 2009. *Continued*

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects*
Louisiana					
Highway Infrastructure Investment	\$429,859,427	\$347,658,498	51	\$240,095,715	0
Transit Capital Assistance	\$50,054,743	\$38,770,415	105	\$24,918,185	54
Total	\$479,914,170	\$386,428,913	156	\$265,013,900	54
Maine					
Highway Infrastructure Investment	\$130,752,032	\$130,752,032	71	\$130,752,032	42
Transit Capital Assistance	\$13,266,105	\$13,266,105	3	\$10,813,176	0
Total	\$144,018,137	\$144,018,137	74	\$141,565,208	42
Maryland					
Highway Infrastructure Investment	\$431,034,777	\$403,213,939	107	\$266,581,083	14
Transit Capital Assistance	\$136,550,987	\$110,234,914	46	\$85,881,996	12
Total	\$567,585,764	\$513,448,853	153	\$352,463,079	26
Massachusetts					
Highway Infrastructure Investment	\$425,065,255	\$276,153,797	45	\$203,418,934	1
Transit Capital Assistance	\$248,656,537	\$174,912,392	110	\$84,769,267	32
Total	\$673,721,792	\$451,066,189	155	\$288,188,201	33
Michigan					
Highway Infrastructure Investment	\$847,204,834	\$743,671,443	392	\$573,896,200	219
Transit Capital Assistance	\$135,445,273	\$92,149,553	109	\$53,572,811	34
Total	\$982,650,107	\$835,820,996	501	\$627,469,011	253
Minnesota					
Highway Infrastructure Investment	\$502,284,177	\$504,899,837	156	\$340,924,591	68
Transit Capital Assistance	\$93,341,542	\$78,510,954	79	\$64,671,065	50
Total	\$595,625,719	\$583,410,791	235	\$405,595,656	118
Mississippi					
Highway Infrastructure Investment	\$354,564,343	\$334,316,586	77	\$292,584,063	22
Transit Capital Assistance	\$20,552,566	\$12,478,492	21	\$12,256,604	0
Total	\$375,116,909	\$346,795,078	98	\$304,840,667	22
Missouri					
Highway Infrastructure Investment	\$637,121,984	\$630,786,626	199	\$418,130,310	98
Transit Capital Assistance	\$91,683,858	\$82,447,111	40	\$33,898,824	19
Total	\$728,805,842	\$713,233,737	239	\$452,029,134	117
Montana					
Highway Infrastructure Investment	\$211,793,391	\$196,999,083	70	\$171,763,803	21
Transit Capital Assistance	\$15,611,710	\$15,611,710	16	\$7,949,615	1
Total	\$227,405,101	\$212,610,793	86	\$179,713,418	22

Source: House Committee on Transportation and Infrastructure

States Put Recovery Funds to Work. As of December 31, 2009. *Continued*

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects*
Nebraska					
Highway Infrastructure Investment	\$235,589,279	\$189,333,763	62	\$167,679,170	12
Transit Capital Assistance	\$23,790,610	\$16,202,207	26	\$13,584,397	9
Total	\$259,379,889	\$205,535,970	88	\$181,263,567	21
Nevada					
Highway Infrastructure Investment	\$201,352,460	\$129,359,883	22	\$92,731,988	2
Transit Capital Assistance	\$49,463,770	\$47,403,308	21	\$43,851,274	3
Total	\$250,816,230	\$176,763,191	43	\$136,583,262	5
New Hampshire					
Highway Infrastructure Investment	\$129,440,556	\$129,750,626	27	\$119,808,707	9
Transit Capital Assistance	\$16,745,804	\$14,390,770	38	\$11,234,214	23
Total	\$146,186,360	\$144,141,396	65	\$131,042,921	32
New Jersey					
Highway Infrastructure Investment	\$651,774,480	\$515,023,061	53	\$444,679,601	1
Transit Capital Assistance	\$361,539,801	\$303,541,676	11	\$271,039,313	0
Total	\$1,013,314,281	\$818,564,737	64	\$715,718,914	1
New Mexico					
Highway Infrastructure Investment	\$252,644,377	\$228,776,957	18	\$153,910,188	0
Transit Capital Assistance	\$27,518,452	\$27,518,452	34	\$18,553,519	0
Total	\$280,162,829	\$256,295,409	52	\$172,463,707	0
New York					
Highway Infrastructure Investment	\$945,218,723	\$1,120,684,723	308	\$677,504,588	76
Transit Capital Assistance	\$1,191,488,964	\$1,019,876,285	70	\$932,511,418	10
Total	\$2,136,707,687	\$2,140,561,008	378	\$1,610,016,006	86
North Carolina					
Highway Infrastructure Investment	\$730,592,684	\$706,422,428	255	\$532,469,621	11
Transit Capital Assistance	\$99,519,166	\$78,496,108	53	\$32,434,404	6
Total	\$830,111,850	\$784,918,536	308	\$564,904,025	17
North Dakota					
Highway Infrastructure Investment	\$170,126,497	\$166,744,374	119	\$131,667,378	2
Transit Capital Assistance	\$10,997,089	\$10,997,089	10	\$4,908,794	3
Total	\$181,123,586	\$177,741,463	129	\$136,576,172	5
Ohio					
Highway Infrastructure Investment	\$935,677,030	\$641,049,939	201	\$422,778,551	47
Transit Capital Assistance	\$164,269,076	\$128,835,726	270	\$108,519,803	97
Total	\$1,099,946,106	\$769,885,665	471	\$531,298,354	144

Source: House Committee on Transportation and Infrastructure

States Put Recovery Funds to Work. As of December 31, 2009. *Continued*

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects*
Oklahoma					
Highway Infrastructure Investment	\$464,655,225	\$416,825,785	173	\$411,363,800	57
Transit Capital Assistance	\$35,798,236	\$31,848,236	26	\$19,578,206	1
Total	\$500,453,461	\$448,674,021	199	\$430,942,006	58
Oregon					
Highway Infrastructure Investment	\$320,656,698	\$244,279,313	213	\$187,561,378	79
Transit Capital Assistance	\$95,164,544	\$67,494,885	38	\$45,769,268	11
Total	\$415,821,242	\$311,774,198	251	\$233,330,646	90
Pennsylvania					
Highway Infrastructure Investment	\$1,026,429,012	\$1,018,325,654	293	\$928,282,392	89
Transit Capital Assistance	\$259,779,964	\$194,620,984	76	\$221,520,992	16
Total	\$1,286,208,976	\$1,212,946,638	369	\$1,149,803,384	105
Puerto Rico					
Highway Infrastructure Investment	\$105,000,000	\$71,671,791	6	\$17,043,964	0
Transit Capital Assistance	\$57,102,729	\$39,401,918	4	\$23,066,449	0
Total	\$162,102,729	\$111,073,709	10	\$40,110,413	0
Rhode Island					
Highway Infrastructure Investment	\$137,095,725	\$123,686,413	44	\$97,994,118	18
Transit Capital Assistance	\$38,001,658	\$24,906,000	1	\$2,100,000	0
Total	\$175,097,383	\$148,592,413	45	\$100,094,118	18
South Carolina					
Highway Infrastructure Investment	\$463,081,483	\$408,878,352	124	\$388,788,516	23
Transit Capital Assistance	\$28,504,202	\$21,901,790	18	\$12,468,111	0
Total	\$491,585,685	\$430,780,142	142	\$401,256,627	23
South Dakota					
Highway Infrastructure Investment	\$183,027,359	\$173,152,906	23	\$128,127,108	6
Transit Capital Assistance	\$7,372,825	\$6,642,706	36	\$3,208,303	32
Total	\$190,400,184	\$179,795,612	59	\$131,335,411	38
Tennessee					
Highway Infrastructure Investment	\$572,201,043	\$515,708,749	247	\$492,653,204	136
Transit Capital Assistance	\$73,716,802	\$60,585,249	66	\$42,778,927	22
Total	\$645,917,845	\$576,293,998	313	\$535,432,131	158
Texas					
Highway Infrastructure Investment	\$2,250,015,146	\$1,488,331,424	450	\$1,275,455,181	112
Transit Capital Assistance	\$367,891,810	\$354,608,657	198	\$281,631,585	115
Total	\$2,617,906,956	\$1,842,940,081	648	\$1,557,086,766	227

Source: House Committee on Transportation and Infrastructure

States Put Recovery Funds to Work. As of December 31, 2009. *Continued*

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects*
Utah					
Highway Infrastructure Investment	\$213,545,653	\$212,698,371	97	\$208,200,392	58
Transit Capital Assistance	\$55,586,841	\$48,979,463	13	\$48,839,868	2
Total	\$269,132,494	\$261,677,834	110	\$257,040,260	60
Vermont					
Highway Infrastructure Investment	\$125,791,291	\$116,377,021	36	\$101,450,350	20
Transit Capital Assistance	\$5,680,572	\$5,680,572	13	\$5,680,572	4
Total	\$131,471,863	\$122,057,593	49	\$107,130,922	24
Virginia					
Highway Infrastructure Investment	\$694,460,823	\$411,601,654	40	\$296,472,240	11
Transit Capital Assistance	\$68,357,834	\$55,153,488	44	\$35,179,278	3
Total	\$762,818,657	\$466,755,142	84	\$331,651,518	14
Washington					
Highway Infrastructure Investment	\$491,817,337	\$409,004,899	171	\$390,487,675	88
Transit Capital Assistance	\$168,681,185	\$168,681,093	62	\$151,110,964	28
Total	\$660,498,522	\$577,685,992	233	\$541,598,639	116
West Virginia					
Highway Infrastructure Investment	\$210,852,204	\$184,412,000	108	\$182,080,096	45
Transit Capital Assistance	\$18,366,136	\$13,935,378	86	\$10,465,968	35
Total	\$229,218,340	\$198,347,378	194	\$192,546,064	80
Wisconsin					
Highway Infrastructure Investment	\$529,111,915	\$363,661,398	221	\$363,292,499	75
Transit Capital Assistance	\$79,249,652	\$43,034,528	37	\$42,478,462	7
Total	\$608,361,567	\$406,695,926	258	\$405,770,961	82
Wyoming					
Highway Infrastructure Investment	\$157,616,058	\$157,616,058	64	\$156,316,058	17
Transit Capital Assistance	\$9,300,399	\$7,898,695	18	\$7,045,545	2
Total	\$166,916,457	\$165,514,753	82	\$163,361,603	19
Grand Total	\$33,093,309,492	\$28,145,005,986	10,482	\$22,015,658,829	3,141

*Completed Projects show those projects that have been “closed out” by the state and do not reflect actual work completed; therefore, a project may be finished and in use, but may not officially be “completed.”

Source: House Committee on Transportation and Infrastructure

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www.transportation.org

Publication Code: ARRA-1
ISBN: 978-1-56051-475-6