

“Infrastructure: The Road to Recovery”

Testimony Presented to the Committee on Environment & Public Works
United States Senate

June 4, 2020

Steve McGough
President & Chief Financial Officer, HCSS and
2020 Chairman, American Road & Transportation Builders Association

Chairman Barrasso and Ranking Member Carper, thank you for convening today’s hearing. I am Steve McGough, President & Chief Financial Officer of Houston-based construction software developer HCSS and am also proud to serve as the chairman of the American Road & Transportation Builders Association (ARTBA).

Your leadership in approving America’s Transportation Infrastructure Act (ATIA) almost a year ago was a commendable and proactive step toward responsible government. Today, your bipartisan initiative provides a unique and foundational path forward to rebuilding from economic devastation no one could have foreseen 10 months ago. It is my pleasure to work with you now, and in the months to come, to demonstrate the economic imperative for a robust federal surface transportation program reauthorization.

Established in 1902, ARTBA is the oldest national transportation construction-related association. Our more than 8,000 members include public agencies and private firms and organizations that own, plan, design, supply and construct transportation projects throughout the country and world. The industry we represent generates \$580 billion annually in U.S. economic activity and sustains more than four million American jobs.

COVID-19 altered every aspect of our daily lives, but one fact remains unchanged: America’s infrastructure system is in dire need of repair. As Congress begins to turn toward recovery measures, the transportation construction industry is not here today asking for federal relief. Instead, we urge Congress and President Trump to utilize strategic investments in infrastructure to spur the meaningful economic boost the nation desperately needs.

With over three decades in the business, I can say with confidence transportation construction is an industry of problem solvers. Today, our nation faces extraordinary challenges, and I know the problem solvers who design, build and supply our roads, bridges and transit systems are eager to help reopen, renew and revitalize the economy.

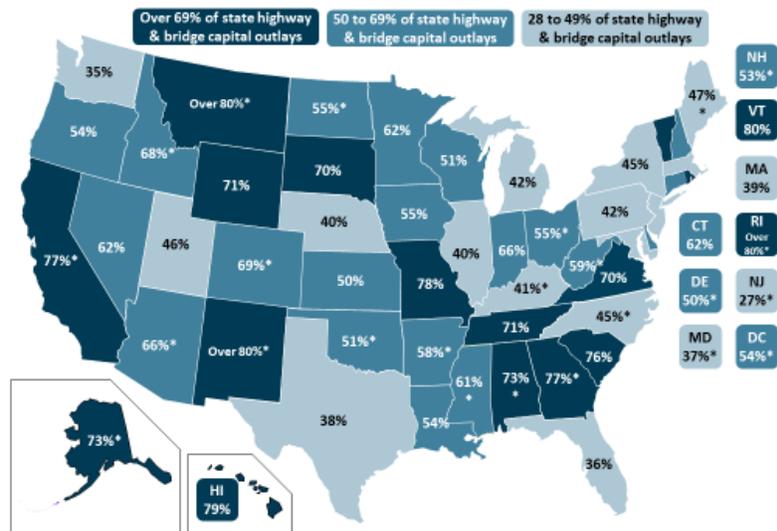
New Dashboard: 50-State Guide to Benefits of Federal Highway Investment

Since the 1956 Federal-Aid Highway Act, surface transportation investment has supported the

construction of the Interstate Highway System and the other major highways and bridges that are the foundation of our modern economy. In fact, as the figure below in Exhibit 1 demonstrates, most states rely on federal funds to support the majority of highway and bridge capital outlays.

With 16 states relying on federal funds for 69 percent or more of the annual highway construction spending and another 20 states where federal resources constitute between 50 and 69 percent of their highway capital expenditures, the importance of federal highway investment to the nation is irrefutable.

Exhibit 1: Federal funds, on average, provide 51% of annual State DOT capital outlays for highway & bridge projects



Source: ARTBA analysis of FHWA Highway Statistics data, total ten year average 2008-2017 from tables 5F-1 and 5F-2. The percent is the ratio of federal aid reimbursements to the state and total state capital outlays and is indicative of the importance of the federal aid program to state capital spending for highways and bridges. Does not include local capital spending. Federal highway reimbursements are primarily used for capital outlays, including construction, right-of-way and engineering, but are also used for debt service for GARVEE bonds.

* States that have issued GARVEE bonds before 2014.

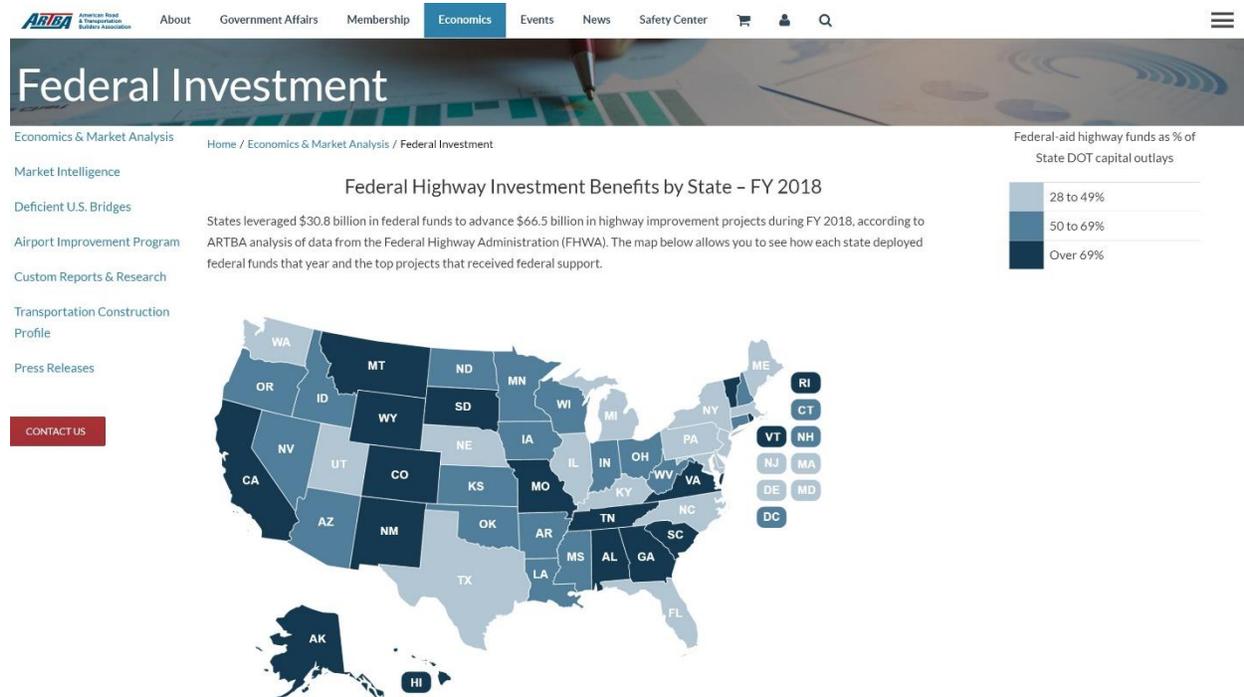
Many Americans, however, do not fully understand how important federal highway and bridge investment is to their communities and how, specifically, they routinely benefit from this program. One of the key attributes of 2009’s American Recovery & Reinvestment Act (ARRA), commonly known as the “stimulus,” was the requirement that the U.S. Department of Transportation (DOT) and states report, in real time, on the capital improvements and projects being supported by its highway funds.

This transparency was not permanent, and unfortunately, we still do not have easy access to detailed project data. Similarly, nearly every state transportation revenue or funding campaign over the last decade has been centered on the outcomes and projects that would be delivered. By contrast, the deliverables for the vast majority of federal highway investment exist only in apportionment and obligation tables. To rectify this situation, ARTBA created a searchable, customized dashboard of federal-aid projects dating back to 1950.

Through a Freedom of Information Act request, ARTBA received a download of FHWA’s Fiscal Management Information System—the database used to track information on federal-aid projects.

The ARTBA Highway Dashboard features the major projects that moved forward and received approval from FHWA in each state for Fiscal Year 2018, the most recent available data.

Exhibit 2: Overview of ARTBA Highway Dashboard



Source: ARTBA Federal Investment in State Highway Benefits Dashboard

Rather than concentrate on distribution formulas and grant announcements, the portal is focused on the outcome of the program—the actual projects and improvements supported by federal investment.

The new ARTBA analysis and reporting of the data clearly demonstrates how states are leveraging their federal resources to deliver valuable economic and quality of life enhancements for your constituents. Specifically, the dashboard highlights the 10 largest projects that received federal aid, the breakdown of federal funds by spending category and the total number of projects supported in each of those areas.

For example, Wyoming in FY 2018 used \$300 million in federal funds to support over 260 projects, as seen in Exhibit 3. This included work on I-80 and I-90. Most of the work—65 percent—was for major highway repair and reconstruction. Over half the value of the work—8 percent—included projects on the National Highway System, which includes the Interstates.

Over the last decade federal investment has accounted for an average of 71 percent of state highway and bridge capital improvements in Wyoming, including construction work, planning and design work and right of way purchases.

Exhibit 3: ARTBA Highway Dashboard – Wyoming

FY 2018 Federal Highway Program Impact: Wyoming

Federal investment has supported 71 percent of state highway & bridge capital improvements in Wyoming over the last decade.

The data below highlights one element of this partnership by quantifying how Wyoming utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects

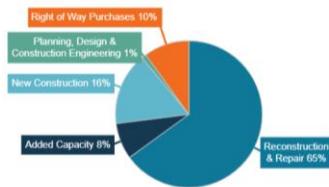
262

Federal Investment

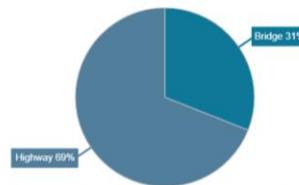
\$309

in Millions

Federal Investment by Work Type



Federal Investment by Mode



Source: ARTBA Federal Investment in State Highway Benefits Dashboard

Federal investment is also important to state highway and bridge construction in Delaware, as outlined in Exhibit 4. On average, federal funds account for 50 percent of the state’s highway and bridge capital outlays.

The construction of the approaches to the Christina River Bridge is a major congestion-relief project in Delaware that will use \$23.4 million in federal funds. This project is listed on the ARTBA Highway Dashboard as one of the major initiatives that moved forward in FY 2018.

Of the \$269 million in highway and bridge construction projects that received federal funds, 45 percent will be invested on major repair and reconstruction work. Nearly half of the work is on the National Highway System.

Exhibit 4: ARTBA Highway Dashboard – Delaware

FY 2018 Federal Highway Program Impact: Delaware

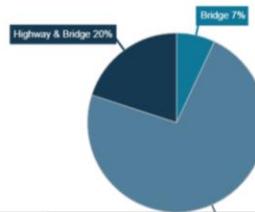
Federal investment has supported 50 percent of state highway & bridge capital improvements in Delaware over the last decade.

The data below highlights one element of this partnership by quantifying how Delaware utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

Federal Investment by Work Type



Federal Investment by Mode



of Projects

87

Federal Investment

\$150

in Millions

Source: ARTBA Federal Investment in State Highway Benefits Dashboard

The ARTBA Highway Dashboard provides access to the details about federal-aid projects that provide jobs, enhance business activity, and will improve the quality of life for citizens in every state. And for the first time, the public can navigate this information to understand the positive impact of the federal-aid highway program.

The application of the dashboard and its information to today’s hearing and the future of the ATIA is clear. If states were able to deliver the type of meaningful outcomes shown on the ARTBA Highway Dashboard in 2018, imagine what they could accomplish with the type of investment increases proposed by the ATIA. This new tool will help policymakers and transportation advocates not only demonstrate the real-world impact of federal highway investment, but also illustrate what could be achievable with additional resources.

ATIA: A Solution in the Era of COVID-19

The COVID-19 related economic decline that began in March presents a generational challenge. But with that hardship comes a chance to chart a new course and create an economic resurgence with infrastructure at its core.

There are few public sector actions that can deliver the same level of short- and long-term economic benefits as transportation infrastructure investment. Increased construction activity provides immediate job creation and retention, while putting in place capital assets that support supply chain improvements and enable access to jobs, services, materials and markets for decades.

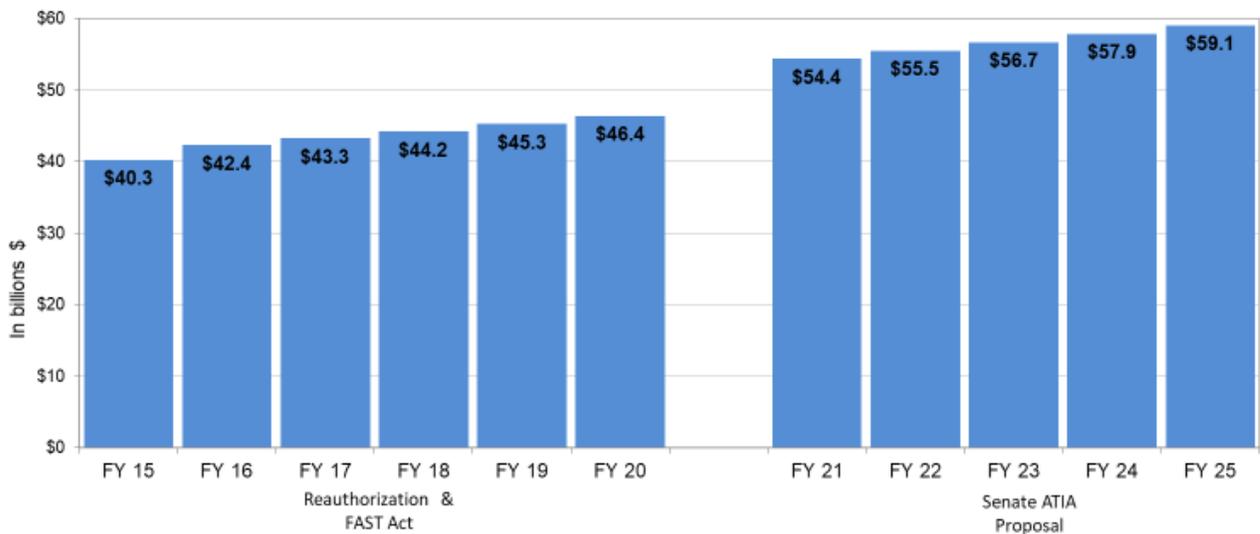
The Environment & Public Works (EPW) Committee has already taken action to facilitate such two-pronged economic growth with the July 2019 passage of S. 2302, the ATIA. As a result, this committee defied past practices and current perceptions by approving a multi-year

reauthorization proposal 14 months in advance of a deadline and with unanimous bipartisan support. It is time for the other committees of jurisdiction and the full Senate to build on the work you started.

ATIA would enable meaningful enhancement to the nation’s highway and bridge infrastructure network for the first time in nearly 15 years by increasing investment levels by 27 percent over its five-year duration, as shown in Exhibit 5. To put this growth in context, the figure below illustrates ATIA’s annual investment levels and how they would compare to the previous five years of federal highway investment.

Nearly \$250 billion of ATIA’s \$287 billion would be distributed directly to states using apportionment formulas from the 2015 *Fixing America’s Surface Transportation (FAST)* Act surface transportation law. By utilizing established programs with known parameters like the Surface Transportation Block Grant program and the National Highway Freight Program, the Federal Highway Administration (FHWA) and state departments of transportation can ensure smooth and prompt implementation, fueling investment in capital improvement projects and expansion.

Exhibit 5: Federal Highway Program Obligation Limitation Under FAST Act and Senate ATIA Proposal



Source: FHWA final notices for annual highway program obligations.

In addition to its investment levels, ATIA included policy reforms built on the experience of the last five years to maximize the impact of federal resources to create a 21st century infrastructure system. Enhanced project delivery reforms, such as codification of President Trump’s Executive Order on “One Federal Decision,” would reduce costs brought on by unexpected delays. By elevating the priority of the National Highway Freight Network, ATIA would support and

improve goods movements. Improvements made to innovative financing programs, like streamlining and enhancing predictability in the application process, would attract new private capital.

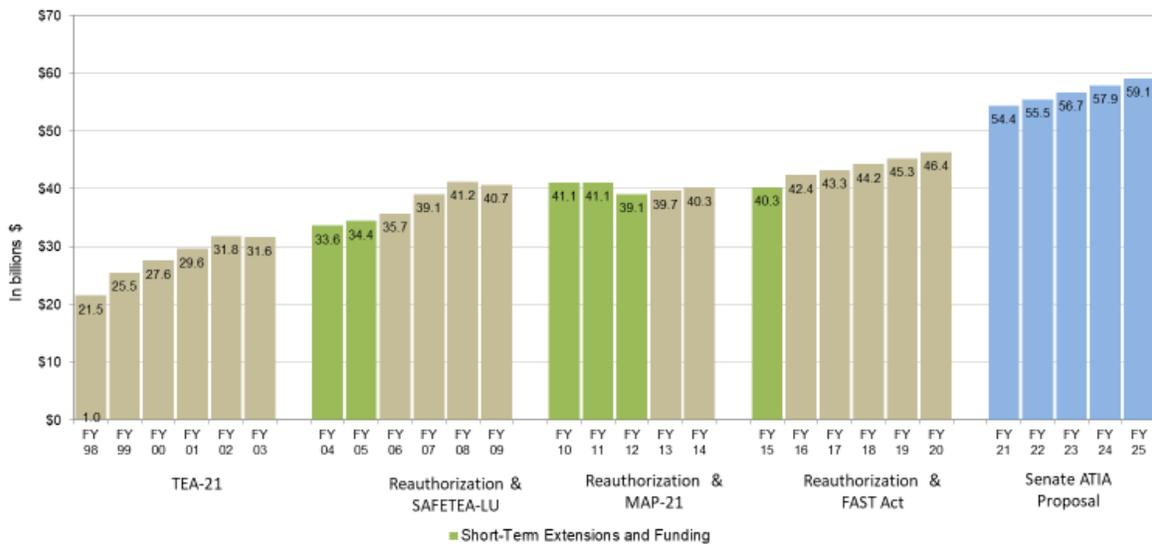
The combination of historic investment levels with consensus policy reforms offer an opportunity to fuel economic growth and enhance the quality of life for all Americans for decades.

ATIA on an Unparalleled Path for Success

Few issues on Capitol Hill receive the consistent, sustained bipartisan support as infrastructure investment legislation. Bipartisanship has also been a frequent infrastructure talking point since the 2016 elections that deserves a further look under the lens of what could be achievable in the current political climate.

Exhibit 6 shows a comparison of the EPW-committee passed ATIA with the investment trajectory growths of previous highway program reauthorizations to reinforce the unprecedented opportunity it represents to spark the type of infrastructure renewal members of both parties and President Trump have routinely requested.

Exhibit 6: Federal Highway Program Obligation Limitation



Source: FHWA final notices for annual highway program obligations.



From a historical standpoint, prior surface transportation reauthorization bills demonstrate that broad-based support exists, regardless of which party is in control of the White House or the House or Senate. Each were passed by the Senate with lopsided vote tallies:

- 2005: *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*: Roll Call 91-4

- 2012: *Moving Ahead for Progress in the 21st Century*: Roll Call 74-19
- 2015: *Fixing America's Surface Transportation Act*: Roll Call 83-16

The FAST Act is particularly instructive. It offered modest policy changes, as the reforms of the previous reauthorization measure were being implemented. Furthermore, its investment levels essentially preserved purchasing power. The measure garnered the support of 83 Senators.

Of the 83 Senators who supported the FAST Act, **66** are still serving in the 116th Congress.

It is also noteworthy that while multiple temporary program extensions have been the norm during the last three reauthorization cycles, the legislative lifespan of ATIA ends this year because a new Congress will convene in January 2021. This means there are two very explicit consequences of failing to enact this legislation in 2020: more uncertainty in the current environment; and sidelining the most robust reauthorization proposal in two decades.

If ATIA is not enacted this year, it could be resuscitated in the next Congress, but it might not be. Frankly, Mr. Chairman, this is not a risk we are prepared to take.

Any delay or inaction would not just waste an opportunity but would fuel further economic uncertainty when the nation cannot afford it. ATIA would provide substantial stability and resources at a time when state transportation budgets are already facing significant challenges due to reduced user fee revenues resulting from COVID-19 stay at home orders.

ATIA Immediate Economic Impact

There are two compelling reasons why elected officials from both parties and virtually every economic sector have been calling for increased federal infrastructure investment for the past four years: overwhelming need and unparalleled effectiveness. In addition to creating jobs and generating tax revenues throughout the economy during the construction cycle, infrastructure improvements foster and facilitate continued growth for decades to come.

In 2019, public highway and bridge construction activity and related capital outlays alone generated nearly \$400 billion in economic activity across all sectors of the economy, and 2.8 million jobs were supported or created—with many of them outside of the construction industry. How does this ripple effect work? Highway, street, and bridge contractors purchase inputs, such as materials, from other businesses as they complete work on projects. These suppliers then purchase items from other firms, creating an indirect effect.

The employees of the construction firms and supplier industries spend their earnings by purchasing clothing, food and other goods and services, thereby creating induced demand in other sectors of the economy. As jobs are created or sustained, employees receive additional income, spend more, and businesses increase sales. Subsequently, taxes grow due to larger payroll and sales volumes, providing state and local municipalities with additional revenues to reinvest.

The benefits of direct construction expenditures are undeniable and compelling in their own

right, but are far outweighed by the long-term economic efficiencies that result throughout the economy from upgraded highway and bridge infrastructure facilities. As repairs and upgrades are made to the highway, street, and bridge networks overseen by these public agencies, drivers, businesses, shippers and transit riders will save time and money.

These user benefits are a result of decreased congestion, less money spent on vehicle repairs, safer roads, and an improved infrastructure network. Economic studies suggest that a conservative estimate of economic return for major transportation capital investments are \$4 in benefits for every \$1 spent.¹

This return can be even greater for individual projects of regional significance. A study commissioned by the U.S. Treasury Department found that for every \$1 in capital spent on select projects, the net economic benefit ranged between \$3.50 and \$7.00.² Released in December 2016, “40 Proposed U.S. Transportation and Water Infrastructure Projects of Major Economic Significance” also explores some of the challenges of completing the work. The report found that a lack of public funding was “by far the most common factor hindering the completion” of the projects.

The importance of a robust transportation network has been well documented by business analysts, economists and the research community.³ Overall estimates are that every \$1 increase in the highway, street and bridge capital stock generates a total of 30 cents in business savings.⁴

Some of these specific benefits include staying competitive, increasing access to a larger labor pool, greater market share and access to more customers. By saving on travel times and with lower operating costs, businesses have additional capital to expand and reinvest. Businesses are more efficient, and regions with a strong infrastructure network will see the potential for like companies to locate near each other and form agglomeration economies.

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

More than 63 million American jobs in tourism, manufacturing, transportation and warehousing, agriculture and forestry, general construction, mining, retailing and wholesaling are dependent on the work done by the U.S. transportation construction industry.

¹ R. Shapiro and K. Hassett, “Healthy Returns: The Economic Impact of Public Investment in Surface Transportation,” 2005.

² Report available at <https://www.treasury.gov/connect/blog/Pages/Importance-of-Infrastructure-Investment-for-Spurring-Growth.aspx> as of February 2017.

³ Glen Weisbrod, Don Verry, & George Treyz, “Measuring Economic Costs of Urban Traffic Congestion to Business.”

⁴ Nadiri, M. Ishaq and Theofanis P. Mamuneas, “Contribution of Highway Capital to Output and Productivity Growth in the U.S. Economy and Industries,” Federal Highway Administration, 1998.

As these sectors begin to recover from the job losses or slowdowns caused by the pandemic, lower transportation costs and an improved infrastructure network will help that process.

ATIA Long-Term Economy-Wide Impacts

ATIA investment would be focused on the major highways and bridges that are the core of the U.S. economy. The Interstate and National Highway System are critical for the movement of freight across the country. According to FHWA's Freight Analysis Framework, truck shipments account for 73 percent of the value of domestic freight.

In FY 2018, according to the ARTBA Highway Dashboard, state governments invested nearly two-thirds of their federal dollars in projects on the Interstate or National Highway System. Nearly half of the projects—45 percent—were for repair or reconstruction work. An additional 22 percent of funds were used for adding capacity, such as a new lane or major widening, to an existing roadway. Just four percent of funds were invested in new roads or bridges.

FHWA estimates the number of National Highway System miles carrying large volumes and high percentages of trucks is projected to more than double by 2045. Currently there are 6,229 miles on the National Highway System that carry over 8,500 trucks per day and at least every fourth vehicle is a truck. This is expected to increase 104 percent to 12,729 in 2045.

According to INRIX's 2019 Global Traffic Scorecard, traffic congestion cost Americans \$88 billion. It is important to understand, however, the true costs of wasted time and fuel are borne by the entities that utilize highway freight as a critical component of their daily operations.

While it is intuitive that freight bottlenecks and other inefficiencies impact all sectors of the economy, the Bureau of Transportation Statistics (BTS) "*Industry Snapshots: Uses of Transportation 2017*" report quantifies the importance of highway freight throughout the economy. According to BTS, the wholesale and retail trade sector is the U.S. economy's largest user of transportation services and goods movement on the nation's highways accounts for 58 percent of its transportation expenditures. The second largest transportation user is the services sector and highway shipments represent 44.4 percent of its total transportation costs. Manufacturing is the third largest user of transportation services and the sector utilizes highways for 65 percent of its transportation needs.

The 27 percent increase in federal investment under ATIA would provide states with needed resources to make improvements to these important roads that connect the U.S. economy. The range of direct and indirect economic benefits these resources could stimulate underscores the scope of opportunities before the Senate and should be a clarion call to all for immediate action.

Confronting the Immediate Challenge

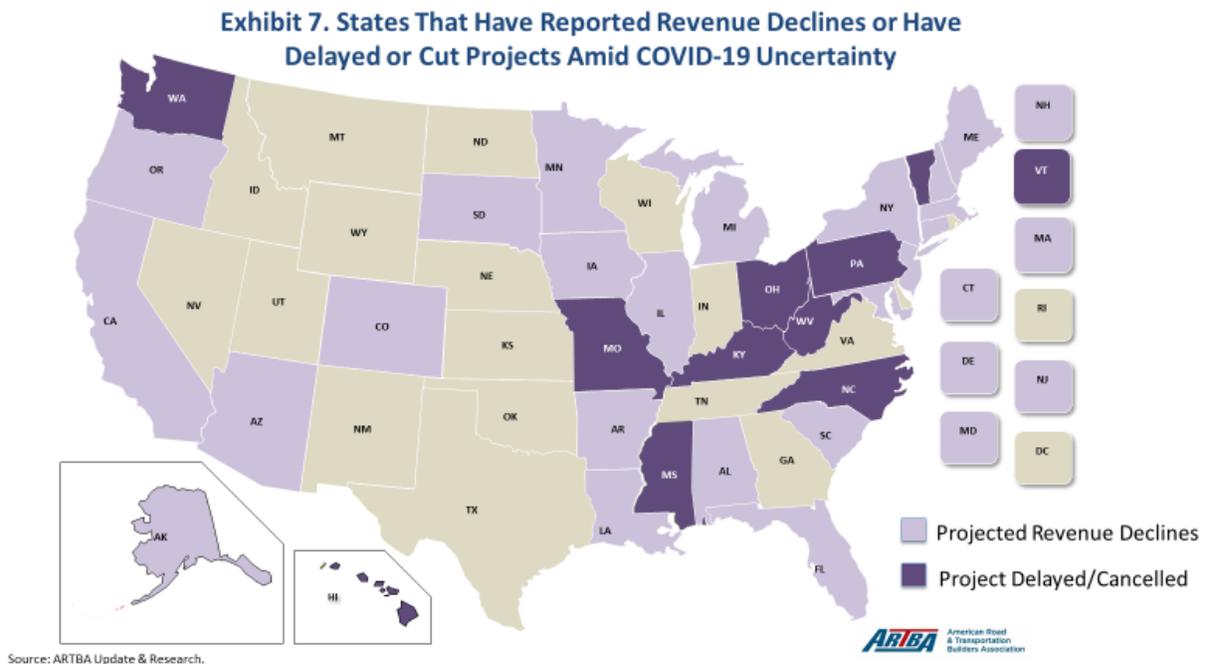
We have focused on the importance of long-term transportation investment and danger of continued underinvestment. However, state transportation programs and the transportation construction industry also face daunting, short-term challenges.

While many projects continue, state and local governments and transportation authorities are

beginning to feel the strain of declining revenues related to user fees and the overall slowdown in economic activity.

They have begun to provide more detailed information about expected declines in transportation revenue and changes to current transportation construction programs and lettings as the COVID-19 pandemic continues.

- Currently, 10 states have announced project delays or cancellations valued at nearly \$4.02 billion. These include Hawaii, Kentucky, Mississippi, Missouri, North Carolina, Ohio, Pennsylvania, Vermont, Washington and West Virginia.
- There are 15 local governments that have announced project delays or cancellations of \$1.02 billion.
- Ten states or local areas have vetoed, canceled, or postponed legislative initiatives or ballot measures related to transportation funding because of the pandemic. This includes several major initiatives in California self-help counties.
- In at least 32 states, detailed in Exhibit 7, transportation authorities and local governments have publicly projected declining revenues. This does not mean that transportation programs will be cut by the same amount but points to growing pressure on transportation-related revenue sources and state and local budgets.



Because of these immediate and serious challenges, ARTBA has joined numerous groups in urging Congress to provide state departments of transportation (DOTs) with at least \$49.95 billion in federal funding. This will ensure improvements to the nation’s transportation infrastructure move forward and mitigate potential job losses in the transportation construction industry. This injection of federal investment should be complemented with a bipartisan, robust reauthorization of the federal surface transportation programs.

The Time Is Now

Mr. Chairman, members of the Committee, when you approved ATIA last July it was in many respects the most robust and solution-focused highway reauthorization proposal in decades. Since that time, the world has changed but the nation's need for a reliable and safe highway infrastructure network has not.

Your proposal's substance, viability and political attribute were always worthy of broad-based support. Now, it represents a path forward for economic recovery and growth at a desperate time in our nation's history.

I fully recognize the headwinds all major legislation faces in the current climate, but there are also severe consequences of failing to act. State and local highway spending peaked shortly before the Great Recession. With no long-term surface transportation reauthorization in place and other economic challenges, it took eight years—until 2015—for highway and bridge activity to return to pre-recession levels.

That is certainly not a history any of us should want to repeat.

As with any infrastructure initiative, there will always be those who focus on a proposal's cost over its benefits and “pay-fors” over outcomes. The question we must answer is not if we can afford a robust, five-year highway program reauthorization, but rather if we can afford to not have such an action.

Thank you again for inviting me to appear today and I look forward to your questions.

Federal investment has supported 73 percent of state highway & bridge capital improvements in Alabama over the last decade.

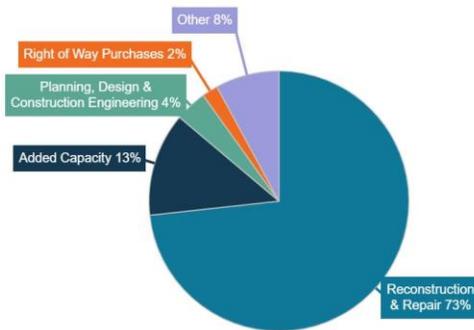
The data below highlights one element of this partnership by quantifying how Alabama utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects
367

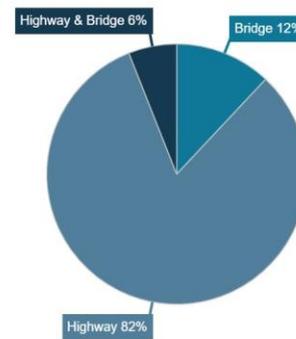
Federal Investment
\$731.4
in millions

Total Project Cost
\$902.6
in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 14 projects valued at \$26.3 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
I-65 ADD LANES FROM SR-3 (US-31) TO CR-52 (8-LN)(PHASE 2)	Shelby County	\$71.8	\$88.9
PAVEMENT REHABILITATION ON I-459 FROM SOUTH OF CR-52 AT MCCALLA TO NORTH OF SR-150	Jefferson County	\$20.5	\$22.8
SR-8 (US-80) REPLACE BRG BIN 002783 AND RELIEF BRG BINS 002781 002782, OVER LITTLE UCHEE CREEK (SUFF=42.8, STAT=FO, 2001 HBRRP LIST)	Russell County	\$18.1	\$22.7
SR-158 EXTENSION FROM EAST OF LOTT ROAD (SR-217) TO SCHILLINGER ROAD GRADE, DRAIN, BASE, PAVE AND BRIDGE	Mobile County	\$17.9	\$22.4
I-85 PAVEMENT PRESERVATION/PREVENTIVE MAINTENANCE FROM SR-8 (US-80, EAST BYPASS EXIT 6) TO SR-8 (US-80, MITYLENE EXIT 11)	Montgomery County	\$14.7	\$16.3

I-459 PAVEMENT REHAB, GUARDRAIL AND SIGN UPGRADES FROM I-59/I-459 INTERCHANGE TO GREENWOOD DRIVE OVERPASS	Jefferson County	\$13.7	\$15.3
-565, INTERCHANGE IMPROVEMENTS @ CR115 (GREENBRIER RD)	Limestone County	\$13.4	\$14.9
ADD LANES ON CR-43 (SPRING AV.) FROM DAY RD TO CEDAR LAKE RD SOUTH OF SR-67 WOF SR-3, PROJECT SPONSOR CITY OF DECATUR	Morgan County	\$13.3	\$16.6
RESURFACING I-59 FROM NORTH OF EXIT 8 (MP 9.020) TO SOUTH OF MCCAINVILLE ROAD (MP 19.590)	Sumter County	\$12.9	\$14.4
WIDENING AND REALIGNMENT OF CHURCH ST. (PHASE I) FROM MONROE ST. TO E. OF PRATT AVE. AND REALIGNMENT OF PRATT AVE. INCLUDING BRIDGE REPLACEMENTS OVER	Madison County	\$12.4	\$15.6

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	252	\$538.0	\$666.0
Added Capacity	4	\$93.0	\$113.0
New Construction	1	\$0.2	\$0.2
Planning, Design & Construction Engineering	114	\$28.0	\$34.0
Right of Way Purchases	23	\$12.0	\$15.0
Planning, Environmental, Research & Administration	16	\$3.0	\$3.5
Debt Service	0	\$0.0	\$0.0
Utilities	29	\$13.0	\$16.0
Inspection	2	\$0.5	\$0.6
Bike/Pedestrian Facilities	36	\$14.0	\$18.0
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	58	\$29.0	\$37.0
Total	535	\$731.0	\$903.0

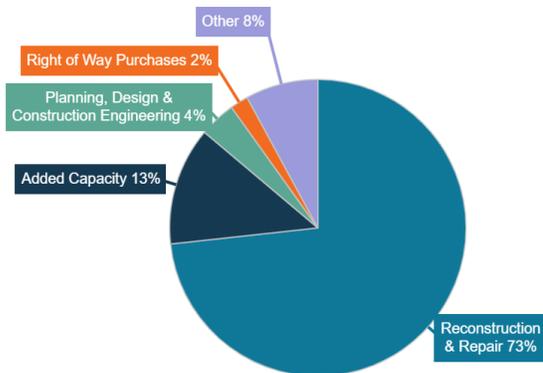
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 73 percent of state highway & bridge capital improvements in Alaska over the last decade.

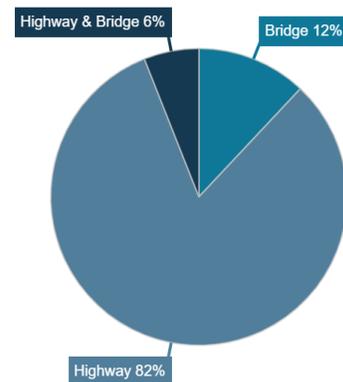
The data below highlights one element of this partnership by quantifying how Alaska utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 168
Federal Investment \$386.9 in millions
Total Project Cost \$557.7 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 7 projects valued at \$2.5 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
SEWARD HWY: MP 75-90 INGRAM CR GIRDWOOD RD&BR REHAB (PH I)	Anchorage Municipality	\$35.6	\$84.7
KENAI SPUR HWY REHABILITATION PHASE I (GO)	Kenai Peninsula Borough	\$19.0	\$21.0
ELLIOTT HWY MP 0-12 REHABILITATION	Fairbanks North Star	\$18.1	\$31.5
KIVALINA EVACUATION AND SCHOOL SITE ACCESS ROAD - KIVALINA LAGOON TO KISIMIGIUQTUQ HILL	Northwest Arctic Borough	\$16.8	\$18.8
UNIVERSITY AVE REHAB - GEIST ROAD & JOHANSEN EXPRESSWAY	Fairbanks North Star	\$14.2	\$15.7
CHINIAK HWY EROSION RESPONSE	Kodiak Island Borough	\$13.9	\$15.4

Alaska Highway MP 1309 Tok River Bridge Replacement	Southeast Fairbanks Census Area	\$12.6	\$13.5
JNU: EGAN DRIVE RESURFACING - MAIN STREET TO 10TH STREET	Juneau City And Borough	\$12.6	\$13.8
KTN N. Tongass Bridge Improvements - Waterfall Creeks	Ketchikan Gateway Borough	\$11.7	\$12.8
MAT-SU AREA ROADS PAVEMENT PRESERVATION (GROUP C)	Matanuska-Susitna Borough	\$10.8	\$11.9

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	85	\$224.0	\$300.0
Added Capacity	8	\$16.0	\$59.0
New Construction	3	\$15.0	\$19.0
Planning, Design & Construction Engineering	114	\$82.0	\$104.0
Right of Way Purchases	12	\$3.3	\$3.9
Planning, Environmental, Research & Administration	23	\$13.0	\$15.0
Debt Service	0	\$0.0	\$0.0
Utilities	33	\$18.0	\$37.0
Inspection	0	\$0.0	\$0.0
Bike/Pedestrian Facilities	36	\$11.0	\$12.0
Safety (Non-Construction)	1	\$0.1	\$0.2
Other	38	\$5.1	\$7.8
Total	353	\$387.0	\$558.0

For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 70 percent of state highway & bridge capital improvements in South Dakota over the last decade.

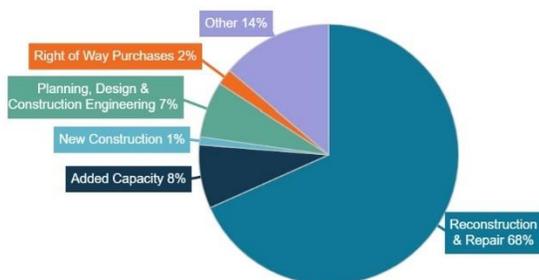
The data below highlights one element of this partnership by quantifying how South Dakota utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects
204

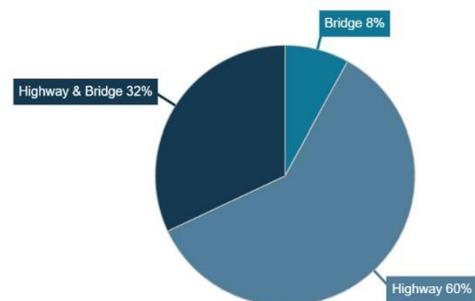
Federal Investment
\$282.4
in millions

Total Project Cost
\$395.0
in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 18 projects valued at \$22.3 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
Hutchinson and Turner Counties; Grading, Structures and Surfacing; On the following routes: 018	Turner County	\$14.8	\$20.6
County of Todd; Shoulder Widening, Spot Grading and Surfacing, On the following routes: 083	Todd County	\$13.1	\$13.9
County of Deuel; Mill and PCCP Overlay, Pipe Work; Replace Structure (RCBC) and Approach Grading; On the following routes: 212	Deuel County	\$11.8	\$14.5
Lyman County; AC Resurfacing, Structure Rehabilitation; On the following routes: 090 E, 090	Lyman County	\$11.0	\$14.0
County of Minnehaha; Rest Area and Port of Entry Reconstruction,	Minnehaha County	\$8.5	\$10.8

Butte and Harding Counties; Mill and AC Resurfacing, Culvert Repairs; On the following routes: 085	Butte County	\$7.1	\$8.9
Lincoln and Turner Counties; Shoulder Widening, Structure Rehab; On the following routes: 018	Turner County	\$6.9	\$9.6
Tripp and Gregory Counties; Full Depth Reclamation, AC Resurfacing, Pipe Work; On the following routes: 044	Tripp County	\$6.9	\$10.1
Statewide; Work Program Funding FY 2019	Statewide	\$6.2	\$8.2
County of Bon Homme; Shoulder Widening, Culvert Extensions, Pipe Work, Replace Str (RCBC); On the following routes: 037	Bon Homme County	\$5.7	\$10.3

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	172	\$213.0	\$271.0
Added Capacity	9	\$15.0	\$30.0
New Construction	4	\$1.7	\$2.1
Planning, Design & Construction Engineering	208	\$13.0	\$29.0
Right of Way Purchases	44	\$0.0	\$6.3
Planning, Environmental, Research & Administration	31	\$12.0	\$16.0
Debt Service	0	\$0.0	\$0.0
Utilities	12	\$0.3	\$6.3
Inspection	3	\$2.7	\$3.3
Bike/Pedestrian Facilities	9	\$3.1	\$4.9
Safety (Non-Construction)	1	\$0.0	\$0.0
Other	87	\$21.0	\$25.0
Total	580	\$282.0	\$395.0

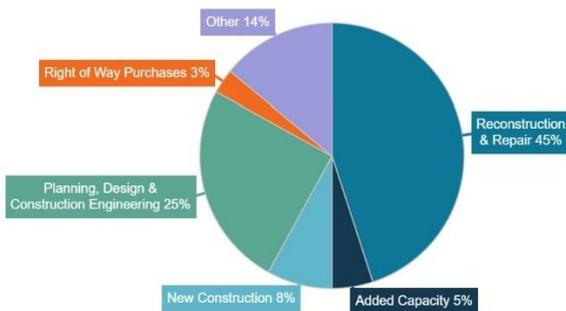
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 50 percent of state highway & bridge capital improvements in Delaware over the last decade.

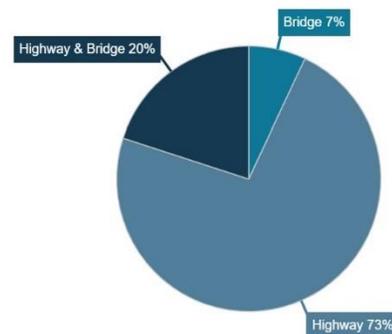
The data below highlights one element of this partnership by quantifying how Delaware utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 87
Federal Investment \$150.1 in millions
Total Project Cost \$268.9 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
Christina River Bridge Approaches	New Castle County	\$23.4	\$49.6
HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements	New Castle County	\$10.5	\$15.0
Road A / SR7 Improvements	New Castle County	\$10.5	\$12.9
HSIP SC, US 9 and SR 5 Intersection	Sussex County	\$7.5	\$9.6
BR 3-154 on US9 Savannah Road and BR 3-153 on SR1A Rehoboth Avenue over Lewes-Rehoboth Canal	Sussex County	\$6.0	\$14.3
Main Street Newark Rehabilitation and Pedestrian Improvements	New Castle County	\$5.8	\$16.7
Pavement & Rehabilitation, Sussex II, (US 113, Dupont Blvd - Georgetown) 2018	Sussex County	\$5.4	\$6.8

SR 72, Advanced Utility Relocation from McCoy Road to SR71	New Castle County	\$4.7	\$5.9
BR 1-501 on SR141 Newport Viaduct over Christina River, Foundation Repairs	New Castle County	\$4.6	\$5.7
BR 1-577 on N050 Northeast Boulevard over Brandywine River	New Castle County	\$3.7	\$4.4

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	37	\$60.0	\$122.0
Added Capacity	4	\$11.0	\$13.0
New Construction	1	\$9.8	\$21.0
Planning, Design & Construction Engineering	115	\$43.0	\$66.0
Right of Way Purchases	23	\$7.4	\$8.4
Planning, Environmental, Research & Administration	24	\$4.1	\$5.9
Debt Service	0	\$0.0	\$0.0
Utilities	15	\$4.1	\$5.4
Inspection	1	\$2.3	\$3.1
Bike/Pedestrian Facilities	6	\$2.9	\$4.7
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	25	\$6.3	\$19.0
Total	251	\$150.0	\$269.0

For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 40 percent of state highway & bridge capital improvements in Illinois over the last decade.

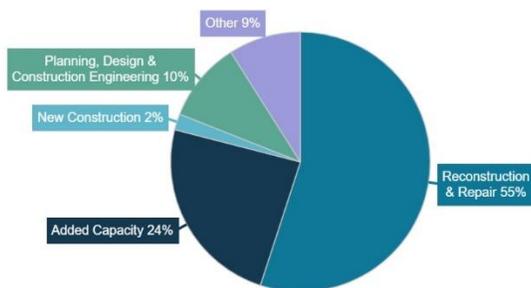
The data below highlights one element of this partnership by quantifying how Illinois utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects
785

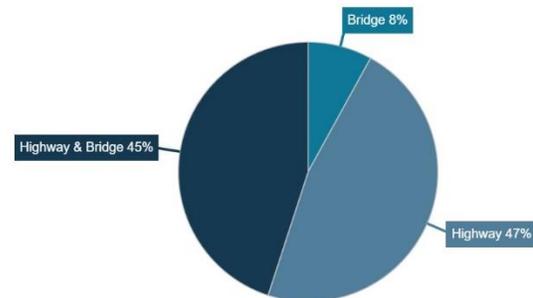
Federal Investment
\$1,279.2
in millions

Total Project Cost
\$1,636.4
in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 107 projects valued at \$238.7 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
Bridge replacement/rehabilitation, reconstruction, retaining walls at various locations on I-90/94 from SB Taylor exit ramp to EB Taylor exit ramp.	Cook County	\$70.3	\$78.2
Interchange reconstruction and bridge replacement on I-80 at US 30 in the Village of New Lenox.	Will County	\$48.7	\$54.2
Roadway reconstruction and bridge repairs on I-55 from 1.7 miles S of IL 116 to 0.6 mile N of IL 23 in Pontiac.	Livingston County	\$40.6	\$45.1
1.55 miles interchange reconstruction & additional lanes I-55 at Weber Road and 1.6 M recon Weber Road from Normantown Rd to Rodeo Dr.	Will County	\$39.5	\$53.7

Widening, resurfacing, lighting, and retaining walls on I-90 from Cumberland Ave to Harlem Ave in Chicago.	Cook County	\$37.1	\$44.9
Widening, reconstruction, bridge replacement, and retaining walls on I-290/Congress Pkwy (Jane Byrne Intchg)(EB ramp to I-90/94 (NB).	Cook County	\$37.0	\$41.3
Roadway reconstruction and bridge preservation on I-74 from W of the Tazewell County line to e of the Carlock Interchange.	Mclean County	\$35.4	\$39.4
Resurfacing and bridge rehabilitation on I-70 from W of Sugar Loaf Rd to the BNSF railroad.	Bond County	\$28.6	\$31.8
Bridge replacement, Bridge rehabilitations, Retaining walls, and lighting on The MLK ramps in East St. Louis.	St. Clair County	\$23.9	\$26.8
RECONSTRUCTION	Mchenry County	\$23.2	\$43.0

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	554	\$711.0	\$892.0
Added Capacity	115	\$317.0	\$400.0
New Construction	2	\$9.9	\$34.0
Planning, Design & Construction Engineering	547	\$129.0	\$157.0
Right of Way Purchases	6	\$1.2	\$1.4
Planning, Environmental, Research & Administration	96	\$51.0	\$64.0
Debt Service	0	\$0.0	\$0.0
Utilities	25	\$1.0	\$13.0
Inspection	1	\$0.0	\$0.0
Bike/Pedestrian Facilities	33	\$16.0	\$22.0
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	193	\$43.0	\$54.0
Total	1,572	\$1,279.0	\$1,636.0

For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 66 percent of state highway & bridge capital improvements in Indiana over the last decade.

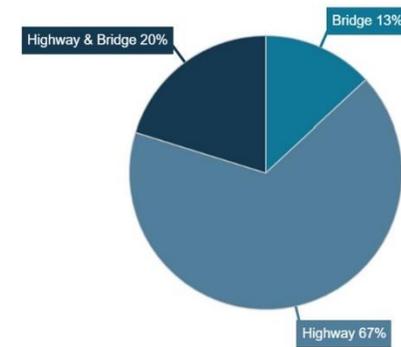
The data below highlights one element of this partnership by quantifying how Indiana utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 2,135
Federal Investment \$1,128.6 in millions
Total Project Cost \$1,914.7 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 94 projects valued at \$59.3 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
PR69, New Road Construction, From S of Bloomington via SR37 corridor to SR39, Monroe County, PLC-37991	Monroe County	\$197.1	\$251.3
PR69, New Road Construction, From S of Bloomington via SR37 corridor to SR39, Monroe County, PLC-37991	Morgan County	\$36.5	\$46.9
I65, Added Travel Lanes, From US 50 to SR 58, Bartholomew County, SR-28940	Bartholomew County	\$30.9	\$82.5
I65, Added Travel Lanes, From US 50 to SR 58, Bartholomew County, SR-28940	Jackson County	\$26.4	\$70.3

I69, Added Travel Lanes, From 0.8 miles N of SR 38 to 0.5 miles N of SR 9/SR 109, Madison County, R-39093	Madison County	\$15.5	\$52.1
SR256, Road Reconstruction (3R/4R Standards), From .50 E of US 31 to 1200 feet E of SR 203, Scott County, R-40020	Scott County	\$13.7	\$20.5
SR37, Small Structure - New, Drainage pipe installation along 146th near SR 37, Hamilton County, B-39873	Hamilton County	\$13.5	\$13.5
I65, HMA Overlay, Preventive Maintenance, From 0.31 mi N of I-865 to 1.66 mi S of SR 39 (pvtmt transition from HMA to PCCP), Boone County, RS-38664	Boone County	\$11.4	\$12.6
PR69, New Road Construction, Martinsville Segment, from S of Indian Creek via SR 37 to 1 mi N of SR44, Morgan County, R-33493	Morgan County	\$10.2	\$16.2
ST1034, Road Reconstruction (3R/4R Standards), Klondike Road (CR 300W) from Lindberg Rd.(CR 200N) to US 52 in Tippecanoe Co., Tippecanoe County, R-352	Tippecanoe County	\$9.9	\$12.8

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	843	\$431.0	\$835.0
Added Capacity	31	\$83.0	\$235.0
New Construction	28	\$221.0	\$286.0
Planning, Design & Construction Engineering	3,057	\$253.0	\$352.0
Right of Way Purchases	309	\$29.0	\$40.0
Planning, Environmental, Research & Administration	85	\$26.0	\$32.0
Debt Service	0	\$0.0	\$0.0
Utilities	43	\$9.2	\$17.0
Inspection	65	\$15.0	\$19.0
Bike/Pedestrian Facilities	44	\$19.0	\$30.0
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	146	\$43.0	\$68.0
Total	4,651	\$1,129.0	\$1,915.0

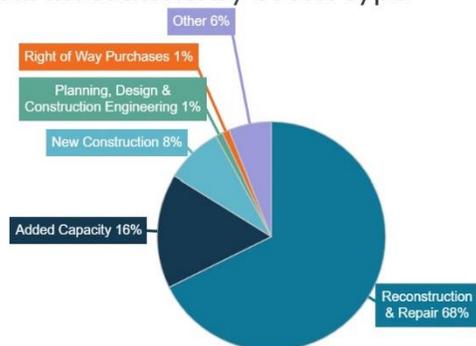
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 55 percent of state highway & bridge capital improvements in Iowa over the last decade.

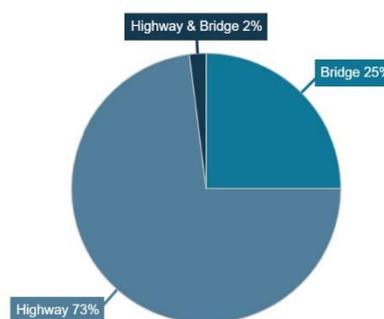
The data below highlights one element of this partnership by quantifying how Iowa utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 310
Federal Investment \$336.5 in millions
Total Project Cost \$533.4 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 92 projects valued at \$254.8 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
Black Hawk County, IA 58/Viking Road Interchange - PCC Pavement, Grade and Replace	Black Hawk County	\$14.3	\$24.2
Des Moines County, US 61, Memorial Park Rd in Burlington to S of 210th St - Grading	Des Moines County	\$14.2	\$17.7
Benton County, US 218 Interchange - PCC Pavement, Grade and New	Benton County	\$13.3	\$16.7
Scott County 1.1 mile E of Co Rd Y40 to Co Rd Z30 (EB) - HMA Resurfacing	Scott County	\$10.9	\$12.1
I 35, Decatur County, From S of the Decatur Co Rest Area to IA 2 (NBL) - PCC, Grade and Replace	Decatur County	\$10.9	\$12.1

Bridges To Opportunity; Court Ave & Scott Ave. over Des Moines River & SW 1st St. over Raccoon River in Polk County & Des Moines - Bridge Rehab.	Polk County	\$10.5	\$19.5
IA100, Linn County, in Cedar Rapids from US 30 to Covington Road (Co Rd W 36) - HMA Pavement New	Linn County	\$9.8	\$12.9
I 29, Woodbury County, in the city of Sioux City Downtown Median & SBL - PCC Pavement, Grade and new	Woodbury County	\$8.8	\$30.9
Story County, I 35, S Skunk River, 2.6 mi S of US 30 (NBL) - PCC Pavement, Grade and Replace	Story County	\$6.7	\$7.7
Along IA 100 E of Northland Ave NE to East of Twixt Town Rd. NE & Lindale Dr. to approx. 800' N in the city of Cedar Rapids - ROW/PCC Pavement	Linn County	\$6.6	\$10.7

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	212	\$228.0	\$359.0
Added Capacity	27	\$55.0	\$87.0
New Construction	9	\$31.0	\$43.0
Planning, Design & Construction Engineering	60	\$5.8	\$7.4
Right of Way Purchases	12	\$3.1	\$4.9
Planning, Environmental, Research & Administration	12	\$2.8	\$8.3
Debt Service	0	\$0.0	\$0.0
Utilities	1	\$0.4	\$0.5
Inspection	2	\$0.1	\$0.1
Bike/Pedestrian Facilities	36	\$8.8	\$21.0
Safety (Non-Construction)	1	\$0.2	\$0.2
Other	9	\$1.3	\$1.9
Total	381	\$336.0	\$533.0

For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 37 percent of state highway & bridge capital improvements in Maryland over the last decade.

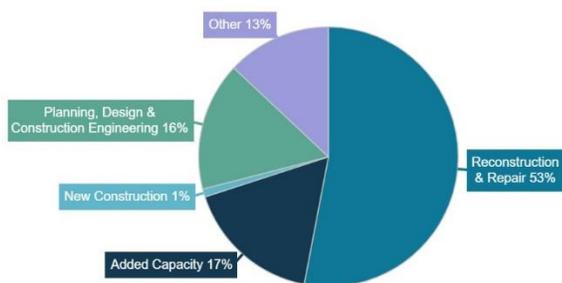
The data below highlights one element of this partnership by quantifying how Maryland utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects
132

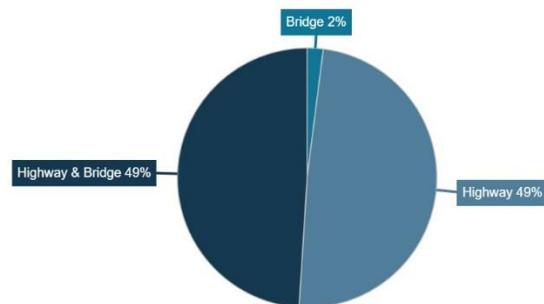
Federal Investment
\$202.1
in millions

Total Project Cost
\$654.0
in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 36 projects valued at \$260.7 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
US 219 from I 68 to Old Salisbury Road	Garrett County	\$16.3	\$58.5
SPR Planning - Part 1 Work Program FY 19	Statewide	\$7.0	\$22.4
Replacement of Dual Bridge Nos. 1616005 and 1616006 on I-95/I-495 (Capital Beltway) over Suitland Parkway	Prince George's Count	\$6.0	\$34.2
Mill/Grind, Patch, and Resurface Roadway Pavements at various locations in Montgomery County	Montgomery County	\$5.5	\$6.8
US 1 (Washington Boulevard) Bridge No. 0300800 over CSX Railroad	Baltimore County	\$5.3	\$29.9

US 40 (Pulaski Highway) Dual Steel Beam Br. Nos. 0303503 & 0303504 over Gunpowder Falls & Br. Nos. 0303403 & 0303404 over Little Gunpowder Falls	Baltimore County	\$5.0	\$27.2
IS 68 (National Freeway) Bridge No. 0109300 over MD 639	Allegany County	\$5.0	\$7.2
CHART Operations Budget for FY 2019	Statewide	\$5.0	\$10.4
Replacement of Dual Bridges No. 0306201 and 0306202 on I-83 over Padonia Road and Extension of Box Culvert No. 03392X0 Carrying Branch of Beaver Run	Baltimore County	\$4.0	\$23.6
Grasonville Cross County Connector Trail	Queen Anne'S County	\$3.8	\$4.8

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	76	\$108.0	\$345.0
Added Capacity	7	\$23.0	\$110.0
New Construction	2	\$2.7	\$5.6
Planning, Design & Construction Engineering	113	\$29.0	\$107.0
Right of Way Purchases	1	\$0.9	\$1.1
Planning, Environmental, Research & Administration	8	\$16.0	\$41.0
Debt Service	0	\$0.0	\$0.0
Utilities	9	\$0.8	\$4.5
Inspection	0	\$0.0	\$0.0
Bike/Pedestrian Facilities	8	\$6.4	\$14.0
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	40	\$15.0	\$26.0
Total	264	\$202.0	\$654.0

For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 39 percent of state highway & bridge capital improvements in Massachusetts over the last decade.

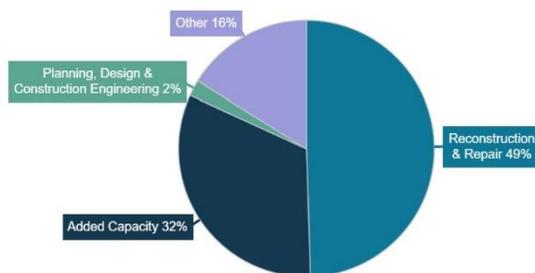
The data below highlights one element of this partnership by quantifying how Massachusetts utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects
126

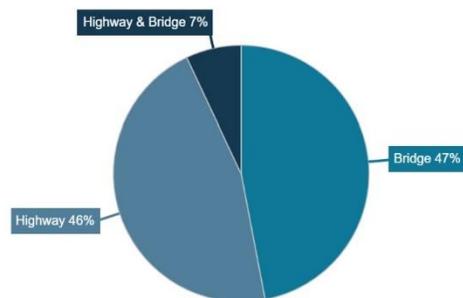
Federal Investment
\$487.1
in millions

Total Project Cost
\$859.3
in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
CHELSEA- ROUTE 1 VIADUCT REHABILITATION (SB/NB) ON C-09-007 & C-09-011	Suffolk County	\$57.1	\$212.6
Haverhill-Bridge Replacement, H-12-039, I-498(NB & SB) Over Merrimack River	Essex County	\$18.7	\$110.1
LITTLETON- WESTFORD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-495	Middlesex County	\$16.2	\$18.5
WAREHAM- RECONSTRUCTION OF ROUTE 6 & 28, FROM 500 FT. EAST OF TYLER AVENUE TO RED BROOK ROAD (1.65 MILES)	Plymouth County	\$15.9	\$21.8
NBIS (ON SYSTEM) PROGRAM FUNDING for FY 2019-2020	Statewide	\$15.1	\$18.9
Office of Transportation Planning Activities/SPR I - Part A & B - 2019	Statewide	\$14.8	\$18.5
MARSHFIELD-PEMBROOKE-NORWELL-HANOVER-ROCKLAND-HINGHAM-RESURFACING & RELATED WORK ON ROUTE 3.	Plymouth County	\$11.8	\$15.1

CAMBRIDGE-ARLINGTON-BELMONT-LEXINGTON-HIGHWAY LIGHTING REPAIR & MAINTENANCE ON ROUTE 2.	Suffolk County	\$11.4	\$14.3
DARTMOUTH- NEW BEDFORD- INTERSTATE MAINTENANCE AND RELATED WORK ON I-195	Bristol County	\$10.7	\$12.1
FRAMINGHAM- NATICK- COCHITUATE RAIL TRAIL CONSTRUCTION INCLUDING PEDESTRIAN BRIDGE, N-03-014, OVER ROUTE 9 & F-07-033=N-03-029 OVER ROUTE 30	Middlesex County	\$9.8	\$12.4

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	76	\$264.0	\$420.0
Added Capacity	15	\$106.0	\$279.0
New Construction	0	\$0.0	\$0.0
Planning, Design & Construction Engineering	6	\$11.0	\$20.0
Right of Way Purchases	0	\$0.0	\$0.0
Planning, Environmental, Research & Administration	19	\$31.0	\$39.0
Debt Service	0	\$0.0	\$0.0
Utilities	1	\$11.0	\$14.0
Inspection	3	\$22.0	\$28.0
Bike/Pedestrian Facilities	13	\$38.0	\$55.0
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	6	\$3.9	\$4.9
Total	139	\$487.0	\$859.0

For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 61 percent of state highway & bridge capital improvements in Mississippi over the last decade.

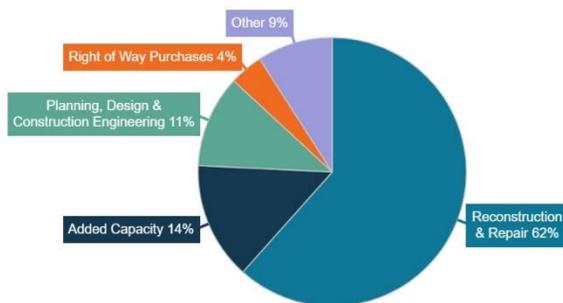
The data below highlights one element of this partnership by quantifying how Mississippi utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects
199

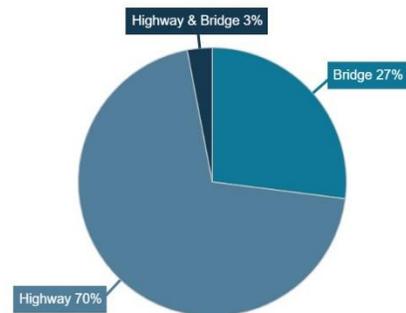
Federal Investment
\$440.4
in millions

Total Project Cost
\$594.9
in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 18 projects valued at \$40.6 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
I-59 at SR 42 - Interchange - PE [survey, plans & phase B], ROW & Construction - Forrest County	Forrest County	\$30.8	\$48.0
I-55 from 0.5 miles South of SR 8 to Yalobusha County Line - Mill & Overlay - Grenada County	Grenada County	\$15.9	\$17.6
I-55 from Bogue Chitto Exit to Bogue Chitto River - Mill & Overlay - Lincoln County	Lincoln County	\$14.1	\$15.6
SR 15 APD SR 76 to the Union County Line - Paving - Pontotoc County	Pontotoc County	\$12.7	\$25.9
I-55 Northbound Bridge [#103.1B] over I-220 Ramp - Bridge Widening - PE and Construction - Madison County.	Madison County	\$11.8	\$14.7

I-59 from 5.6 miles North of SR 528 to the Clarke County Line - Mill & Overlay - Jasper County	Jasper County	\$10.8	\$12.0
SR 57 S of the George County Line/Red Creek, Replace Br #20.3 & Box Br 25.5 & 25.9 & Scour Evaluation of Br 25.6 - PE, ROW & Const - Jackson County.	Jackson County	\$9.7	\$10.0
SR 32 between Webb and Charleston [Bridge #s 48.6, 48.8, 49.1, 49.5, 50.5, 50.8 & 51.5] - Bridge Replacement - Tallahatchie County	Tallahatchie County	\$8.7	\$16.5
US 72 from the Marshall County Line to the Tippah County Line - Mill & Overlay - Benton County	Benton County	\$8.5	\$10.7
US 45 from CR 280 to 0.8 miles South of the Lauderdale County Line - Widen & Overlay - Clarke County	Clarke County	\$8.3	\$10.4

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	128	\$274.0	\$364.0
Added Capacity	20	\$58.0	\$85.0
New Construction	1	\$0.5	\$0.6
Planning, Design & Construction Engineering	178	\$52.0	\$67.0
Right of Way Purchases	19	\$21.0	\$23.0
Planning, Environmental, Research & Administration	6	\$0.8	\$1.0
Debt Service	0	\$0.0	\$0.0
Utilities	7	\$2.1	\$2.5
Inspection	11	\$14.0	\$26.0
Bike/Pedestrian Facilities	21	\$12.0	\$16.0
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	9	\$7.1	\$10.0
Total	400	\$440.0	\$595.0

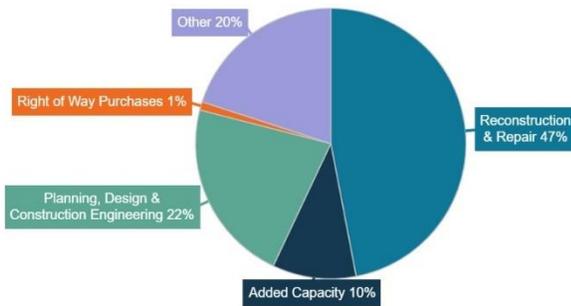
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 27 percent of state highway & bridge capital improvements in New Jersey over the last decade.

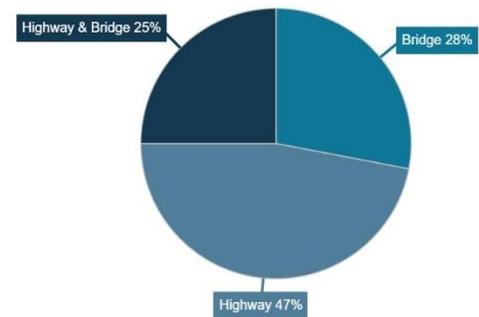
The data below highlights one element of this partnership by quantifying how New Jersey utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 261
Federal Investment \$690.5 in millions
Total Project Cost \$704.7 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
Rt. 46, Passaic Ave to Willowbrook Mall, MP 55.01-55.81, Fairfield/Wayne Twp, Passaic/Essex Co. Roadway widening/Bridge Replacement, Construction.	Passaic County	\$25.1	\$25.1
Rt. 46, Passaic Ave to Willowbrook Mall, MP 55.01-55.81, Fairfield/Wayne Twp, Passaic/Essex Co. Roadway widening/Bridge Replacement, Construction.	Essex County	\$24.5	\$24.5
Maintenance Bridge Fender Replacement Contract 2017-3, Vinous locations North- Construction	Hudson County	\$20.9	\$21.0
I-80 WB McBride Ave-Polify Rd mp56.4-65.4, Woodland Park Passaic Co. Thru Hackensack Bergen Co. Widening, overlay & bridge replacement, P. E.	Bergen County	\$17.9	\$17.9

Route 78 Washington Valley Rd. MP 32.2-42.7 Multi Townships Somerset Co. Pavement Preservation, Construction.	Somerset County	\$16.8	\$17.0
Rt. 72 East Road MP 21.73-22.54 Stafford Twp., Ocean Co. Construction: median/shoulder widening, barrier and intersection pavements.	Ocean County	\$15.4	\$15.5
Route 287 CR 533 Main St. to Rt. 78 Ramp MP 12.90-20.60, Bridgewater Twp. Somerset Co. Pavement preservation, Construction.	Somerset County	\$15.3	\$16.1
Rt. 18 South of Texas Rd. 29.5MP-35.4MP, pavement resurfacing Construction	Middlesex County	\$14.3	\$14.8
Rt. 49 Sarah Run Dr. to Garrison Ln, MP 18.78-40.12, Multi Townships within Cumberland Co. Resurfacing, Rehabilitation, & upgrade, Construction.	Cumberland County	\$13.5	\$13.5
FY19 Unified Planning Work Program Central Staff Activities - NJTPA - Other	Essex County	\$13.3	\$13.3

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	129	\$324.0	\$330.0
Added Capacity	5	\$61.0	\$68.0
New Construction	0	\$0.0	\$0.0
Planning, Design & Construction Engineering	188	\$158.0	\$158.0
Right of Way Purchases	7	\$5.3	\$5.3
Planning, Environmental, Research & Administration	39	\$35.0	\$35.0
Debt Service	0	\$0.0	\$0.0
Utilities	8	\$13.0	\$13.0
Inspection	3	\$22.0	\$22.0
Bike/Pedestrian Facilities	13	\$11.0	\$11.0
Safety (Non-Construction)	1	\$0.3	\$0.7
Other	53	\$62.0	\$63.0
Total	446	\$691.0	\$705.0

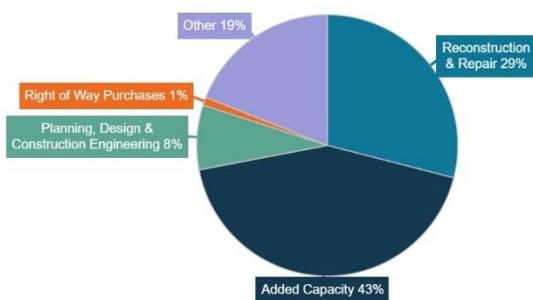
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 45 percent of state highway & bridge capital improvements in New York over the last decade.

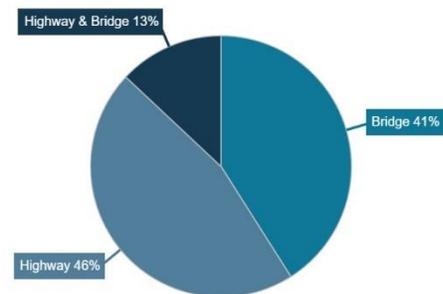
The data below highlights one element of this partnership by quantifying how New York utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

# of Projects	532
Federal Investment	\$816.7 in millions
Total Project Cost	\$2,139.0 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 373 projects valued at \$703.8 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
ROUTE 17 @ ROUTE 32 (EXIT 131) INTERCHANGE RECONSTRUCTION TOWNS OF MONROE AND WOODBURY ORANGE COUNTY. NY DEMO #583	Orange County	\$89.9	\$135.3
NY878 OPERATIONAL IMPROVEMENTS	Nassau County	\$23.7	\$95.0
ARTHUR SHERIDAN ENHANCEMENT (I-895)	Bronx County	\$23.6	\$63.6
DECK REPLACEMENT OF FIVE BRIDGES ON I-278, KINGS & RICHMOND	Richmond County	\$22.0	\$64.0
NYMTC: CENTRAL/TCC STAFF PROGRAM FROM 4/1/2018-3/31/2019	New York County	\$18.0	\$18.0
RT 5S: SAFETY PROJECT, CITY OF UTICA	Oneida County	\$15.5	\$19.5
NY 112 RECONST I495 TO GRANNY ROAD, TOWN OF BROOKHAVEN, SUFFOLK CO (ACQUISITION)	Suffolk County	\$15.2	\$16.9
RT 5 (SKYWAY) REHABILITATION	Erie County	\$13.2	\$33.0

REHABILITATION OF BRIDGES IN DUTCHESS, ORANGE, AND WESTCHESTER COUNTIES, BINs 1005010, 1014090, 1052361, 5502410, 1005211, and 1005212	Dutchess County	\$11.5	\$11.5
ER NY2013-01 HURRICANE SANDY PERM REPAIRS, FATHER CAPODANNO BLVD SEAVIEW AVE TO SAND LAKE	Richmond County	\$11.1	\$19.6

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	292	\$334.0	\$630.0
Added Capacity	38	\$209.0	\$911.0
New Construction	2	\$0.9	\$4.9
Planning, Design & Construction Engineering	410	\$92.0	\$165.0
Right of Way Purchases	23	\$17.0	\$20.0
Planning, Environmental, Research & Administration	43	\$55.0	\$87.0
Debt Service	0	\$0.0	\$0.0
Utilities	0	\$0.0	\$0.0
Inspection	22	\$30.0	\$103.0
Bike/Pedestrian Facilities	37	\$42.0	\$133.0
Safety (Non-Construction)	2	\$1.4	\$1.9
Other	57	\$36.0	\$84.0
Total	926	\$817.0	\$2,139.0

For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 55 percent of state highway & bridge capital improvements in North Dakota over the last decade.

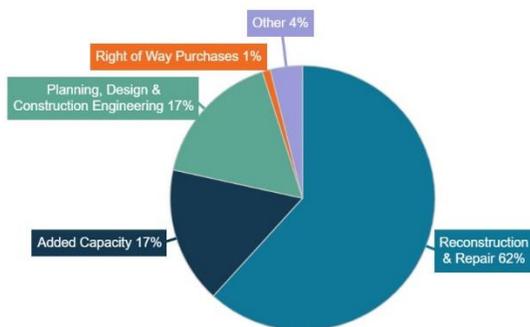
The data below highlights one element of this partnership by quantifying how North Dakota utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects
285

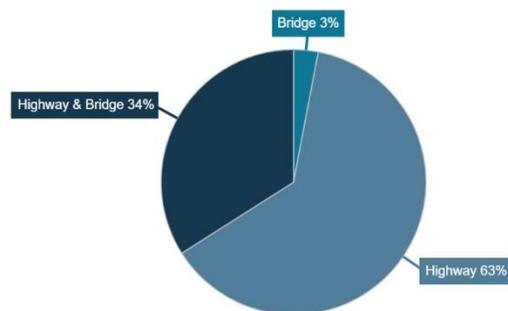
Federal Investment
\$289.7
in millions

Total Project Cost
\$413.0
in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 2 projects valued at \$0.0 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
I-94, West Fargo Horace Interchange (I-94 & Sheyenne St); Grading, Aggregate Base, PCC Pavement, Storm Sewer, Signing, Marking & Lighting	Cass County	\$21.5	\$25.0
I-94, from W Eckelson E to E of ND 1 - Oakes - EB; Grading, Salvaged Base Course, Mill & Overlay, PCC Pavement, Guardrail, Fencing and Inc.	Barnes County	\$15.4	\$25.4
I-94, Crystal Springs to Cleveleand - EB; Creck & Seat with HMA Overlay, Structural Overlay	Stutsman County	\$9.6	\$10.7
Fargo, 52nd Ave S from W of 63rd St to 45th St S; Grading, Salvaged Base Course, PCC Pavement, HMA, Storm Sewer, Pavement Marking, Shared Use Path	Cass County	\$9.3	\$15.7
I-29, Pembina Border Crossing - NB; Grading, Concrete, DMS Signing, Lighting, & Sign Structures	Pembina County	\$9.3	\$10.3

I-94, Exit 290 at Valley City - WB; Grading, Ground Anchors, & HMA (Hot Mix Asphalt)	Barnes County	\$8.0	\$8.9
ND 3, from Jct ND 19 N to Jct US 2 - Rugby; Sliver Grading, HMA Overlay, Pipe Extensions, Subcuts, Erosion Repairs, & Concrete Foreslope Protection	Pierce County	\$7.8	\$9.7
ND 3, from Steel N to Tuttle; Grading, HMA (Hot Mix Asphalt), & Pipe Replacement	Kidder County	\$7.0	\$8.7
West Fargo, Sheyenne Street from 32nd Ave E, N to Beaton Rd; Grading, Aggregate Base, PCC Pavement, Storm Sewer, Signing, Marking & Lighting	Cass County	\$5.7	\$22.6
Minot Minuteman Missile Complex, Various Locations in Mountrail and Ward County; Inslope Repair	Statewide	\$5.4	\$5.4

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	224	\$197.0	\$260.0
Added Capacity	11	\$27.0	\$68.0
New Construction	0	\$0.0	\$0.0
Planning, Design & Construction Engineering	281	\$52.0	\$69.0
Right of Way Purchases	20	\$1.9	\$2.1
Planning, Environmental, Research & Administration	12	\$5.2	\$7.4
Debt Service	0	\$0.0	\$0.0
Utilities	6	\$0.2	\$0.3
Inspection	3	\$0.8	\$1.0
Bike/Pedestrian Facilities	15	\$2.0	\$2.6
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	15	\$2.8	\$3.4
Total	587	\$290.0	\$413.0

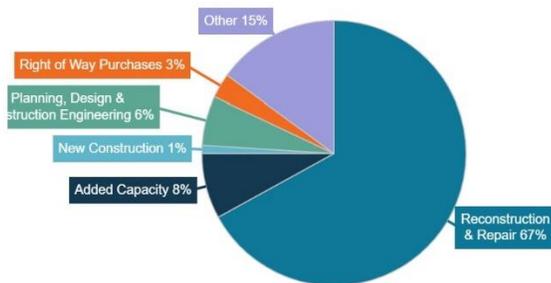
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 51 percent of state highway & bridge capital improvements in Oklahoma over the last decade.

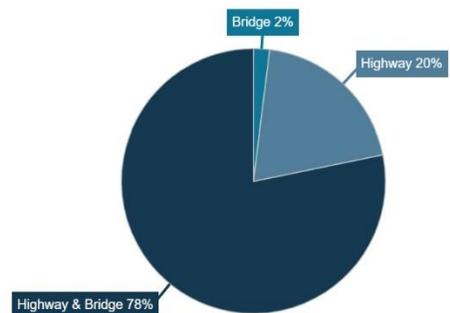
The data below highlights one element of this partnership by quantifying how Oklahoma utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 400
Federal Investment \$809.7 in millions
Total Project Cost \$1,029.6 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 13 projects valued at \$8.4 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
I-40 INTERCHANGE @ US 64 IN SALLISAW (BR @ US-64 & LITTLE SALLISAW CR) (3-SD) (90/10 SMC)	Sequoyah County	\$87.8	\$87.8
I-35: NB & SB OVER DEEP FORK CR. & SERVICE RD. 4.6 MI NORTH OF I-40	Oklahoma County	\$42.4	\$47.1
I-444 FROM ARKANSAS RIVER EXTEND EAST APROX. 1.68 MILES (SOUTH LEG OF THE IDL)(IM EARMARK) (TIED TO JP 28881(04) 90/10 SMC	Tulsa County	\$29.9	\$29.9
SH-11 OVER SL & SF RR., 1.2 MI SE OF SHERIDAN RD & SH-11 OVER PINE (TIE TO 28888(04) (SMC 80/20)	Tulsa County	\$29.7	\$29.7
SH-99/US-377 OVER LAKE TEXOMA (WILLIS BRIDGE) (PENDING 50% FROM TXDOT) (DEL FR 05-18, ADD TO 07-18; ROW ISSUES) (80/20 SMC)	Marshall County	\$22.6	\$45.8
I-40: OVER CO. RD. (OLD US-64) & KCS R.R., 1.40 MI. E. OF JCT. US-59 (SD)(90/10 SMC)	Sequoyah County	\$20.9	\$20.9

I-40B OVER THE NORTH FORK OF THE RED RIVER & SHORT CR 1.4 & 1.8 MI NORTH I-40 IN SAYRE. (80/20 SMC)	Beckham County	\$18.5	\$18.5
TULSA GILCREASE EXPRESSWAY WESTERN SEGMENT BEGIN I-44 EXTEND TO US412 DEBT SERVICE ONLY GRANT ANTICIPATION NOTE, SERIES 2018A	Tulsa County	\$18.0	\$82.0
SH-74 FROM APPROX. 0.5 MILE NORTH OF NW 164TH ST. NORTH 2.5 MI TO NW 206TH (COVELL ROAD)	Oklahoma County	\$17.8	\$22.3
SH-29: FROM 2.60 MIS. EAST OF US-81 EAST 4.4 MIS. (PHASE I) (80/20 SMC)	Stephens County	\$13.2	\$13.2

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	262	\$582.0	\$691.0
Added Capacity	13	\$66.0	\$87.0
New Construction	9	\$8.0	\$12.0
Planning, Design & Construction Engineering	266	\$50.0	\$61.0
Right of Way Purchases	10	\$24.0	\$29.0
Planning, Environmental, Research & Administration	8	\$22.0	\$23.0
Debt Service	1	\$18.0	\$82.0
Utilities	35	\$22.0	\$25.0
Inspection	1	\$7.0	\$7.0
Bike/Pedestrian Facilities	20	\$7.3	\$8.5
Safety (Non-Construction)	1	\$0.0	\$0.0
Other	39	\$3.8	\$4.6
Total	665	\$810.0	\$1,030.0

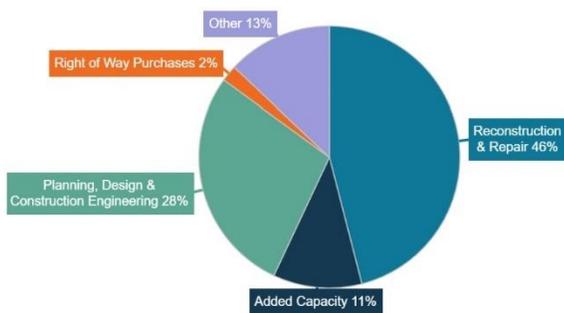
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 54 percent of state highway & bridge capital improvements in Oregon over the last decade.

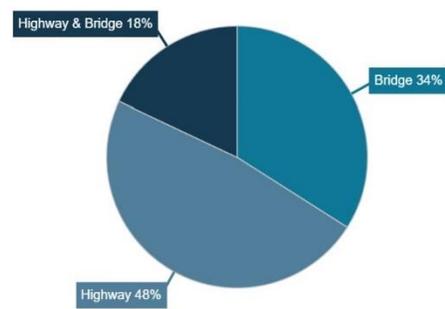
The data below highlights one element of this partnership by quantifying how Oregon utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

# of Projects	276
Federal Investment	\$506.9 in millions
Total Project Cost	\$835.0 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 45 projects valued at \$77.9 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
I-84: Ladd Canyon freight and culvert improvements	Union County	\$37.3	\$40.5
I-105 WILLAMETTE R CONNS & 1ST TO 7TH AVE VIADUCTS	Lane County	\$19.3	\$20.9
GRIND INLAY MULTNOMAH	Multnomah County	\$17.9	\$19.4
I-84: MEDIAN BARRIER SAFETY IMPROVEMENT PROJECT	Statewide	\$16.8	\$16.8
US97: BIGGS JCT. - SPANISH HOLLOW CREEK AND TROUT CREEK BRIDGES	Statewide	\$15.6	\$21.9
OR99W: HOFFMAN RD TO MONMOUTH SCL	Polk County	\$14.5	\$16.4
I-205:STAFFORD RD - OR99E	Clackamas County	\$12.7	\$29.5
US97: SUNRIVER INTERCHANGE - OR31 THE DALLES-CALIFORNIA HWY PAVEMENT PRES (TRAVEL LANES, SAFETY & BIKE PED IMPROV DESCHUTES	Deschutes County	\$11.5	\$15.7

I-84 / I-5: BANFIELD INTERCHANGE DECK OVERLAY & BRIDGE	Multnomah County	\$10.4	\$11.3
6th through 11th Street: Waterfront bridges (Astoria)	Clatsop County	\$10.4	\$12.0

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	108	\$228.0	\$385.0
Added Capacity	5	\$41.0	\$90.0
New Construction	0	\$0.0	\$0.0
Planning, Design & Construction Engineering	350	\$154.0	\$234.0
Right of Way Purchases	48	\$11.0	\$15.0
Planning, Environmental, Research & Administration	228	\$52.0	\$76.0
Debt Service	0	\$0.0	\$0.0
Utilities	8	\$1.9	\$2.4
Inspection	0	\$0.0	\$0.0
Bike/Pedestrian Facilities	20	\$12.0	\$21.0
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	26	\$7.5	\$12.0
Total	793	\$507.0	\$835.0

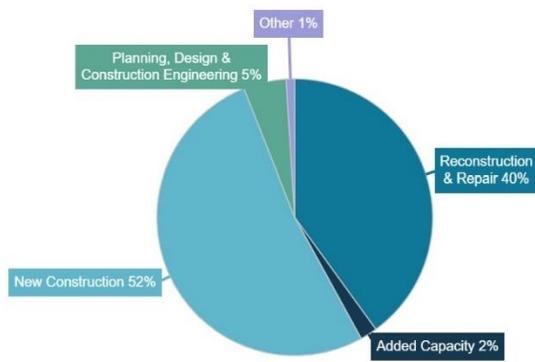
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported over 80 percent of state highway & bridge capital improvements in Rhode Island over the last decade.

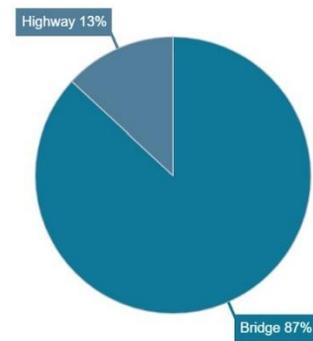
The data below highlights one element of this partnership by quantifying how Rhode Island utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 95
Federal Investment \$116.8 in millions
Total Project Cost \$747.4 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 6 projects valued at \$223.0 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
Design Build Services for the Reconstruction of the US Rte 6/Rte 10 Interchange, Providence - GARVEE Funds	Providence County	\$14.1	\$415.0
1R Improvements to US Route 44 - Contract 3B (RIDOT Maintenance Facility to West Greenville Rd.)	Providence County	\$7.1	\$8.8
Rt. 6, Scituate Bypass and Hartford Pike (Rt. 102 to Danielson Pike)	Providence County	\$6.0	\$7.4
Bridge Group 51A - Rt. 37 C-1, Warwick	Kent County	\$5.5	\$11.8
Bridge Group 06 - PVD	Providence County	\$3.4	\$8.7
1R Improvements to Reservoir Avenue, Cranston	Providence County	\$3.2	\$4.8

Pavement Preservation Rt. 78 (Veteran's Way) Westerly, Washington Counties	Washington County	\$2.9	\$3.7
HSIP - Rt. 1, S. County Median Guardrail	Washington County	\$2.7	\$2.7
Louisquisset Pike Ramp Bridge No. 703 Rehabilitation	Providence County	\$2.7	\$4.9
Improvements to Nyatt Road, Barrington, RI	Bristol County	\$2.7	\$3.4

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	68	\$91.0	\$300.0
Added Capacity	2	\$2.1	\$16.0
New Construction	1	\$0.0	\$390.0
Planning, Design & Construction Engineering	12	\$21.0	\$37.0
Right of Way Purchases	16	\$1.1	\$1.2
Planning, Environmental, Research & Administration	3	\$0.4	\$0.4
Debt Service	0	\$0.0	\$0.0
Utilities	0	\$0.0	\$0.0
Inspection	0	\$0.0	\$0.0
Bike/Pedestrian Facilities	1	\$1.3	\$3.1
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	3	\$0.3	\$0.3
Total	106	\$117.0	\$747.0

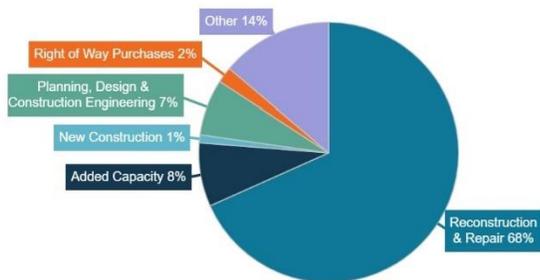
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 70 percent of state highway & bridge capital improvements in South Dakota over the last decade.

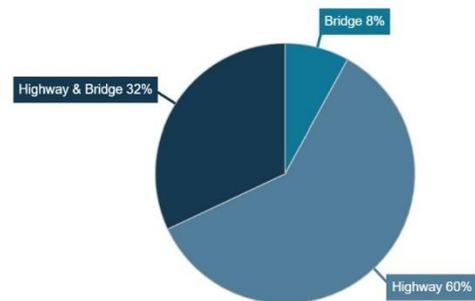
The data below highlights one element of this partnership by quantifying how South Dakota utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 204
Federal Investment \$282.4 in millions
Total Project Cost \$395.0 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 18 projects valued at \$22.3 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
Hutchinson and Turner Counties; Grading, Structures and Surfacing; On the following routes: 018	Turner County	\$14.8	\$20.6
County of Todd; Shoulder Widening, Spot Grading and Surfacing, On the following routes: 083	Todd County	\$13.1	\$13.9
County of Deuel; Mill and PCCP Overlay, Pipe Work; Replace Structure (RCBC) and Approach Grading; On the following routes: 212	Deuel County	\$11.8	\$14.5
Lyman County; AC Resurfacing, Structure Rehabilitation; On the following routes: 090 E, 090	Lyman County	\$11.0	\$14.0
County of Minnehaha; Rest Area and Port of Entry Reconstruction,	Minnehaha County	\$8.5	\$10.8

Butte and Harding Counties; Mill and AC Resurfacing, Culvert Repairs; On the following routes: 085	Butte County	\$7.1	\$8.9
Lincoln and Turner Counties; Shoulder Widening, Structure Rehab; On the following routes: 018	Turner County	\$6.9	\$9.6
Tripp and Gregory Counties; Full Depth Reclamation, AC Resurfacing, Pipe Work; On the following routes: 044	Tripp County	\$6.9	\$10.1
Statewide; Work Program Funding FY 2019	Statewide	\$6.2	\$8.2
County of Bon Homme; Shoulder Widening, Culvert Extensions, Pipe Work, Replace Str (RCBC); On the following routes: 037	Bon Homme County	\$5.7	\$10.3

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	172	\$213.0	\$271.0
Added Capacity	9	\$15.0	\$30.0
New Construction	4	\$1.7	\$2.1
Planning, Design & Construction Engineering	208	\$13.0	\$29.0
Right of Way Purchases	44	\$0.0	\$6.3
Planning, Environmental, Research & Administration	31	\$12.0	\$16.0
Debt Service	0	\$0.0	\$0.0
Utilities	12	\$0.3	\$6.3
Inspection	3	\$2.7	\$3.3
Bike/Pedestrian Facilities	9	\$3.1	\$4.9
Safety (Non-Construction)	1	\$0.0	\$0.0
Other	87	\$21.0	\$25.0
Total	580	\$282.0	\$395.0

For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 80 percent of state highway & bridge capital improvements in Vermont over the last decade.

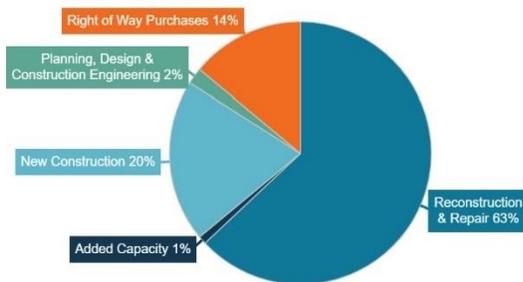
The data below highlights one element of this partnership by quantifying how Vermont utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects
196

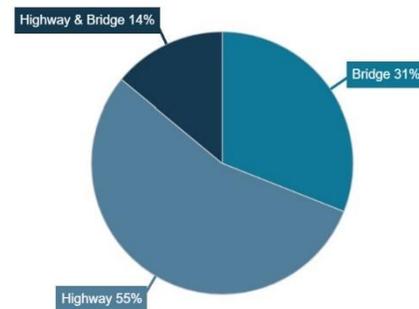
Federal Investment
\$154.4
in millions

Total Project Cost
\$319.4
in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
NORTH HERO-GRAND ISLE, US2, BRIDGE NO. 8; PENG, CONST., REPLACE BRIDGE.	Grand Isle County	\$24.3	\$72.9
MIDDLEBURY, MAIN STREET AND MERCHANTS ROW; CONST.	Addison County	\$9.8	\$10.3
MIDDLEBURY, VERMONT RAILWAY; PENG, ROWA, CONST., LOWER GRADE OF RAILS UNDER VT30/MERCHANTS ROW, TO 21-FT CLEARANCE.	Addison County	\$8.1	\$14.8
MONTPELIER-WATERBURY, I-89, BEGINNING AT MM 53.00 EXT. NORTHERLY 13.00 MILES, NB&SB; PENG, CONST., RESURFACING.	Washington County	\$6.3	\$7.0
JERICO-RICHMOND, VT117, BEGINNING AT THE ESSEX T/L EXT. EASTERLY 3.641 MILES TO MM 0.748 IN RICHMOND; PENG, CONST., RESURFACING.	Chittenden County	\$5.6	\$7.0

WATERBURY, US 2, .14ME INT/VT 100 E.84M, PENG & RECONSTRUCT HIGHWAY	Washington County	\$5.0	\$31.7
ESSEX, VT117, BEGINNING AT MM 1.227 EXTENDING EASTERLY 3.204 MILES; PENG, CONST., RESURFACING.	Chittenden County	\$4.8	\$5.9
MANCHESTER, VT7A, MM 2.409 NORTH 5.026 MI.; VT11, MM 0.000 EAST 1.259 MI.; AND VT30, MM 0.000 NORTH 0.305 MI.; PENG, CONST., RESURFACE CLASS I ROUTES.	Bennington County	\$3.7	\$5.5
MONTPELIER-BERLIN, GRANITE ST E 1.36M TO AMES, CONSTRUCT BIKE/PED PATH	Washington County	\$3.6	\$7.6
BENNINGTON, US7, BEGINNING AT MM 2.156 EXT. NORTHERLY 1.651 MILES, AND VT9, BEGINNING AT MM 3.125 EXT. EASTERLY 5.901 MILES; PENG, CONST.RESURFACING.	Bennington County	\$3.4	\$4.3

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	73	\$83.0	\$201.0
Added Capacity	0	\$0.0	\$0.0
New Construction	1	\$0.0	\$4.4
Planning, Design & Construction Engineering	222	\$44.0	\$65.0
Right of Way Purchases	41	\$4.0	\$5.5
Planning, Environmental, Research & Administration	3	\$2.3	\$9.5
Debt Service	0	\$0.0	\$0.0
Utilities	4	\$5.5	\$6.3
Inspection	0	\$0.0	\$0.0
Bike/Pedestrian Facilities	40	\$7.5	\$14.0
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	75	\$7.2	\$14.0
Total	459	\$154.0	\$319.0

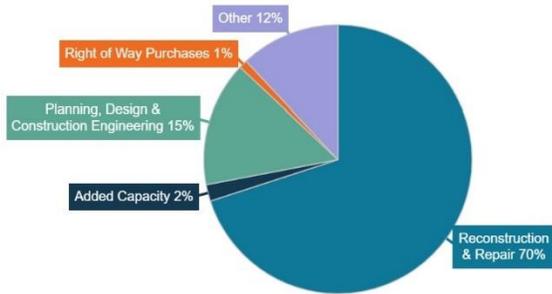
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 59 percent of state highway & bridge capital improvements in West Virginia over the last decade.

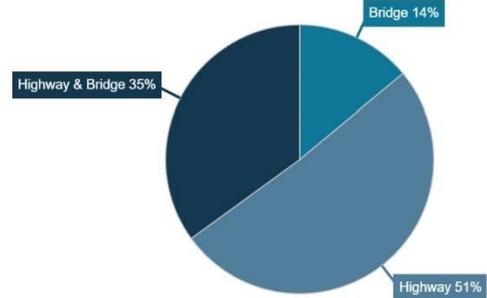
The data below highlights one element of this partnership by quantifying how West Virginia utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

# of Projects	319
Federal Investment	\$376.5 in millions
Total Project Cost	\$551.6 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 2 projects valued at \$1.5 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
JEFFERSON ROAD	Kanawha County	\$43.5	\$53.7
KERENS-PARSONS MITIGATION	Randolph County	\$25.8	\$25.8
MEDINA GUARDRAIL	Jackson County	\$12.1	\$12.1
DINGESS STREET BR	Logan County	\$9.5	\$11.9
PIEDMONT-SCARY GDRL	Cabell County	\$9.4	\$9.4
MINERAL WELLS-PETTYVILLE	Wood County	\$8.7	\$10.8
FY 19 SF BR INSPECTION	Statewide	\$8.4	\$10.5
LOST CREEK-BURNSVILLE(JANE LEW-NUTTER FORK; SALTWELL- S FAIRMONT; BURNSVILLE-WESTON)	Lewis County	\$7.0	\$7.0
SPR PROGRAM	Statewide	\$6.9	\$8.6
HARTS RUN-PRINCETON	Mercer County	\$6.4	\$6.4

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	226	\$262.0	\$388.0
Added Capacity	1	\$7.7	\$9.6
New Construction	0	\$0.0	\$0.0
Planning, Design & Construction Engineering	203	\$72.0	\$81.0
Right of Way Purchases	14	\$4.8	\$6.0
Planning, Environmental, Research & Administration	16	\$12.0	\$15.0
Debt Service	37	\$4.3	\$24.0
Utilities	0	\$0.0	\$0.0
Inspection	1	\$8.4	\$11.0
Bike/Pedestrian Facilities	8	\$3.4	\$4.2
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	38	\$0.9	\$13.0
Total	544	\$377.0	\$552.0

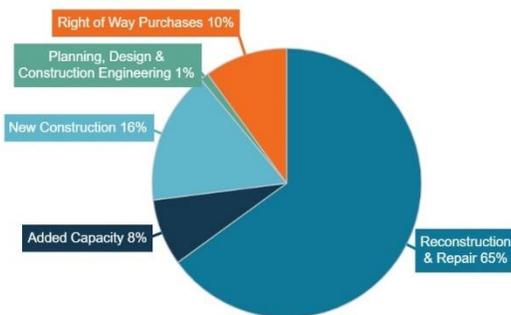
For detailed information on federal aid projects approved before FY 2018, visit artba.org/economics/federal-investment/dashboard. To learn more about the data used, go to artba.org/economics/federal-investment/about/.

Federal investment has supported 71 percent of state highway & bridge capital improvements in Wyoming over the last decade.

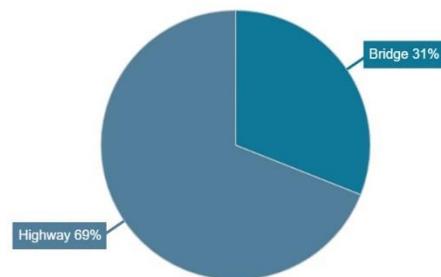
The data below highlights one element of this partnership by quantifying how Wyoming utilized federal highway funds in FY 2018. Federal funds complement investments made at the state and local level and the totality generates business activity and economic efficiencies across all sectors of the economy.

of Projects 262
Federal Investment \$308.6 in millions
Total Project Cost \$369.6 in millions

Federal Investment by Work Type



Federal Investment by Mode



Top Federal Aid Projects: FY 2018

The following are the largest federal aid highway and bridge projects that moved forward between October 1, 2017 and September 30, 2018. This does not include 5 projects valued at \$0.3 million that were approved using advance construction funding, which means future federal funds may be applied to the project.

Project Name	Location	Federal Funds (millions)	Total Project Cost (millions)
ROCK SPRINGS - RAWLINS / POINT ROCKS WEST **RESURFACING**	Sweetwater County	\$20.2	\$21.8
ETHETE SOUTH ROAD, ROUTE S-0703, PE	Fremont County	\$19.8	\$21.3
GILLETTE - MONTANA STATE LINE - GARNER LAKE ROAD	Campbell County	\$13.3	\$14.7
LUSK - VANTASSEL / EAST SECTION **MILL, LEVEL AND OVERLAY**	Niobrara County	\$12.1	\$13.3
RAWLINS - LARAMIE / HERRICK LANE TO QUEALY DOME EAST	Albany County	\$11.1	\$12.0
LYMAN - GRANGER / COUNTY LINE WEST **MILL AND OVERLAY**	Uinta County	\$10.0	\$10.8
I-90 / MONTANA STATE LINE / RANCHESTER **MILL AND OVERLAY**	Sheridan County	\$8.9	\$9.6

DWYER JUNCTION - GLENDO ROAD / CASSA INTERCHANGE NORTH BOUND **WIDEN & OVERLAY W/ ISO-RECONST**	Platte County	\$8.7	\$9.3
HUDSON - RIVERTON / LITTLE POPO AGIE **MILL/LEVEL/OVERLAY**	Fremont County	\$8.1	\$8.9
ITS / STATEWIDE / VARIOUS LOCATIONS 2019	Statewide	\$7.5	\$8.3

Federal Aid Projects Improvement Type: FY 2018

States leverage their federal aid funds to make a variety of capital improvements. States may also use their federal aid funds to repay debt service on bonds used for previous capital improvements. Projects may include several different improvement spending types for a single project.

Type of Work	# of Projects	Federal Funds (millions)	Total Project Cost (millions)
Reconstruction & Repair	122	\$202.0	\$242.0
Added Capacity	0	\$0.0	\$0.0
New Construction	2	\$27.0	\$29.0
Planning, Design & Construction Engineering	248	\$49.0	\$60.0
Right of Way Purchases	16	\$1.9	\$2.1
Planning, Environmental, Research & Administration	18	\$4.3	\$9.2
Debt Service	0	\$0.0	\$0.0
Utilities	8	\$1.2	\$1.3
Inspection	0	\$0.0	\$0.0
Bike/Pedestrian Facilities	12	\$2.3	\$2.8
Safety (Non-Construction)	0	\$0.0	\$0.0
Other	77	\$20.0	\$23.0
Total	503	\$309.0	\$370.0

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