

**Testimony of Stephen D. Wright  
Vice President  
Wright Brothers Construction Company, Inc.**

**On behalf of the American Road and Transportation Builders Association**

**Hearing:  
Recovery Act: Progress Report for Transportation Infrastructure Investment**

**House Committee on Transportation and Infrastructure  
March 26, 2010**

Chairman Oberstar, Congressman Mica, members of the Committee, the American Road and Transportation Builders Association (ARTBA) appreciates the opportunity to provide this update on the American Recovery and Reinvestment Act (ARRA) and its impact on the transportation construction industry. My name is Stephen D. Wright. I am Vice President of Wright Brothers Construction Company of Charleston, Tennessee and I currently serve as Southern Region Vice Chairman for ARTBA.

Wright Brothers Construction Co., Inc., based in Charleston, Tennessee, was founded in 1961, by two brothers, James and Robert Wright. Wright Brothers performs site preparation, grading, excavating, highway and heavy construction services. Wright Brothers has completed projects in almost every state in the Southeastern U.S., working for various state Departments of Transportation and for diverse private industry. We currently have projects in Tennessee, Georgia, Alabama, and North Carolina.

Our company won four ARRA projects. Three of these projects, totaling \$1.4 million in Tennessee, are very small secondary bridge/culvert replacements. As a result of this work, we have saved the jobs of one concrete crew or roughly five jobs.

We were also awarded a \$55 million project in St. Clair County, Alabama, to add an eight mile lane and reconstruct six bridges, numerous retaining walls, and perform a significant amount of paving. To date we have hired 19 people and have saved the jobs of more than that. We are not yet to full capacity and I would expect we will hire additional people when we reach full production. As half of the project is subcontracted, I assume we represent only 50 percent of the direct impacts to the job market, not to mention the indirect impacts to the suppliers and lower tier subcontractors. As of March 1, 2010, the Alabama ARRA project represents 41 percent of our company's total backlog. Leadership at the Alabama DOT has said that while the project in St. Clair County project was a priority, the contract would not have been awarded last year without the ARRA investments.

In general, our company is operating at much lower employment levels than in the past. Peak in December of 2008 was 350+/- compared to a low of 185 in January of this year. Year over year (2009 vs. 2008) our average employment is down 34 percent.

Mr. Chairman, March 2 marked the one-year anniversary of the distribution of ARRA highway, transit and airport improvement funds to state and local governments and the deadline for obligating those funds for construction projects. During the past year, ARTBA has closely

tracked the impact of ARRA funds on the transportation construction market and I would like to present some of our findings and impressions about this important legislation.

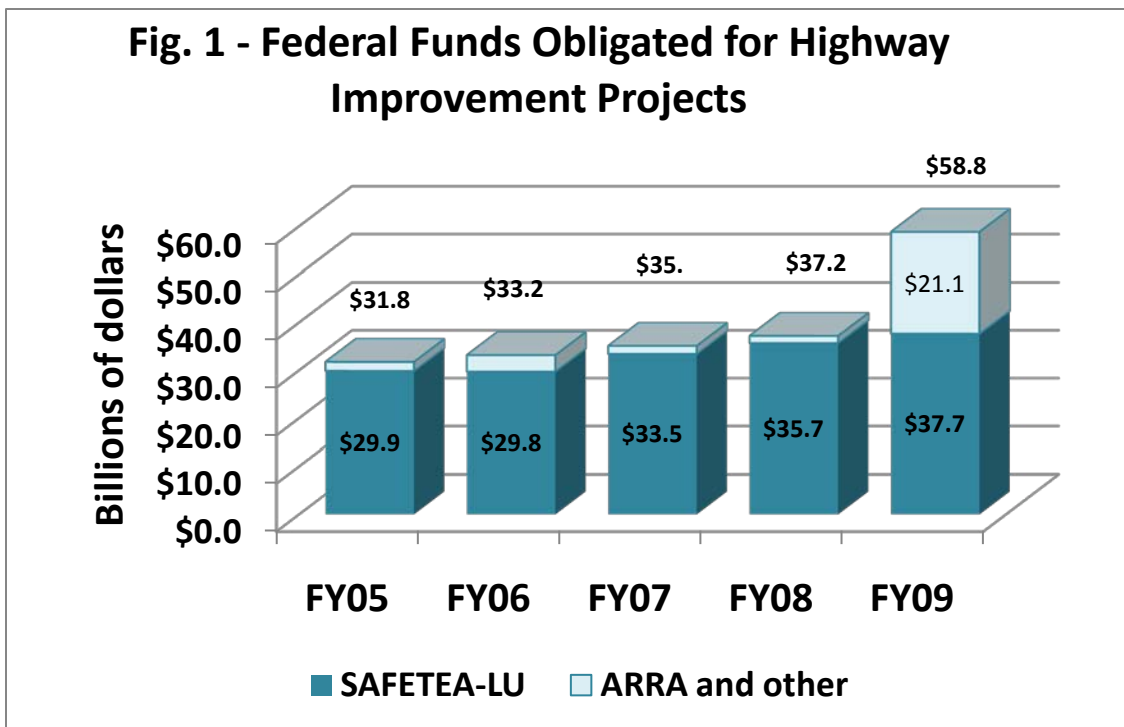
Congress provided \$48 billion for transportation improvements in the ARRA, including \$27.5 billion for highway improvements, \$1.1 billion for airport improvements, \$8.4 billion for public transportation, \$8 billion for high speed rail and \$1.5 billion of discretionary funds for large transportation projects.

This infusion of federal funds came at a critical time for the transportation construction industry. When the recovery act was passed on February 17, 2009, the American economy was in a severe recession, hundreds of thousands of workers were losing their jobs each month and the unemployment rate was soaring. The budgets of state and local governments were hemorrhaging red ink and many were slashing their planned highway construction programs. In the year leading up to the February 2009 enactment of the ARRA, highway construction contractors laid off almost 26 thousand employees or ten percent of their work force.

The recovery act was instrumental in helping to improve this situation. State and local governments had thousands of highway, transit and airport improvement projects ready to go when the bill was passed. Despite the doubts of some analysts, including the Congressional Budget Office, every state met the 120-day deadline for obligating half their highway funds for construction projects and every state also met the March 2 deadline for obligating all ARRA highway funds, including funds sub-allocated to local governments. Transit and airport funds were also obligated rapidly.

### ARRA Impact on Federal Highway Funding

Figure 1 displays Federal Highway Administration (FHWA) data showing the dramatic impact of the ARRA on federal support for highway improvements. During FY 2009, almost \$59 billion of federal funds were obligated for highway, bridge and related projects, an increase of 58.1 percent over the \$37.2 billion obligated during FY 2008. More than \$21.0 billion of this increase represented ARRA funds. The ARRA accounted for proportionately similar increases in federal funding for transit new start projects and airport construction projects during FY 2009.



To assess the impact of this dramatic increase in the flow of federal funds into transportation construction, ARTBA tracks two measures. One is the value of new contracts awarded by federal, state and local transportation agencies for construction projects and the other is the value of construction work put in place on transportation and transportation-related construction projects. We track these measures in both nominal dollars and in real terms after adjusting for the impact of inflation on transportation project costs.

### **Impact of ARRA on New Contract Awards**

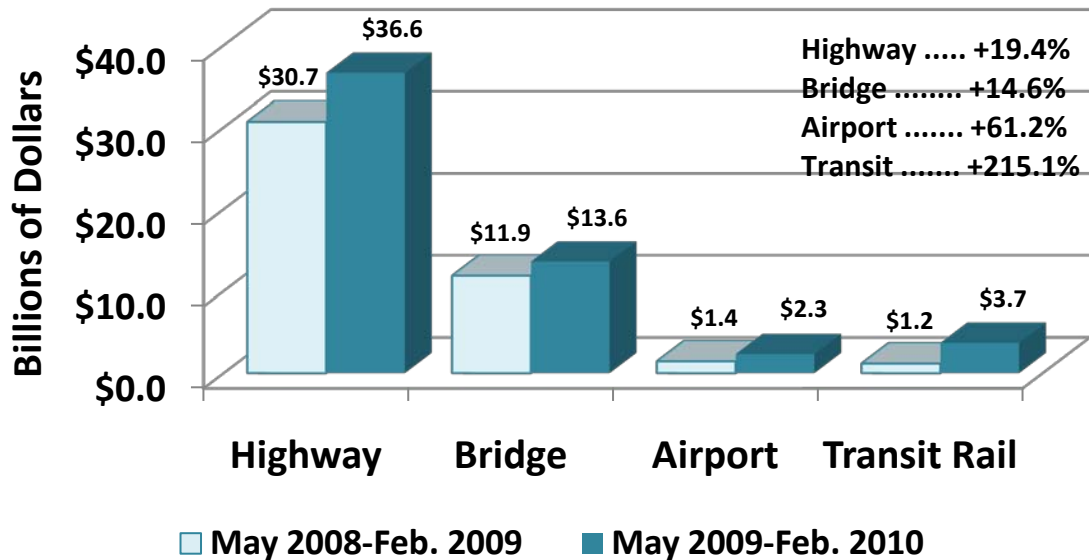
Figure 2 shows the powerful impact of the ARRA transportation funds on new contracts awarded for transportation projects. Contract awards are a leading indicator of future market activity. They represent the value of future work that will occur over the next construction season and beyond, depending on the size and scope of the project. A contract is awarded to a company after federal funds have been obligated for a project and the State DOT has conducted the bidding process.

Focusing on the period between May 2009, when the ARRA began to have an impact, and February 2010, which is the latest available data, the value of new contracts awarded for each mode increased significantly compared to the same ten months between May 2008 and February 2009.

For example, between May 2008 and February 2009, when the only source of federal funds was the regular federal highway program, state and local governments awarded \$30.7 billion of new contracts for highway pavement construction projects, including both new highway construction and improvements to existing highways. Between May 2009 and February 2010, the ARRA powered new contracts for highway pavement projects to \$36.6 billion, a 19.4 percent increase. New contract awards for bridge construction projects rose by 14.6 percent, from \$11.9 billion to \$13.6 billion. Although the contract awards data includes all sources of funding, there is a clear and marked turnaround in the trend after the stimulus legislation was enacted.

The impact of the ARRA on new awards for airport and transit construction was even more dramatic. As Figure 2 shows, the value of new contracts awarded by airport authorities rose 61.2 percent, from \$1.4 billion to \$2.3 billion. The Federal Aviation Administration did an excellent job moving the \$1.1 billion of ARRA aviation funds into construction projects and the new contract award data show the impact. Finally, Figure 2 shows that new awards for transit rail projects rose from \$1.2 billion to \$3.7 billion, an increase of 215 percent. Some of this probably reflects projects that were already in the pipeline, but the \$8 billion in the ARRA for transit clearly contributed to the increase.

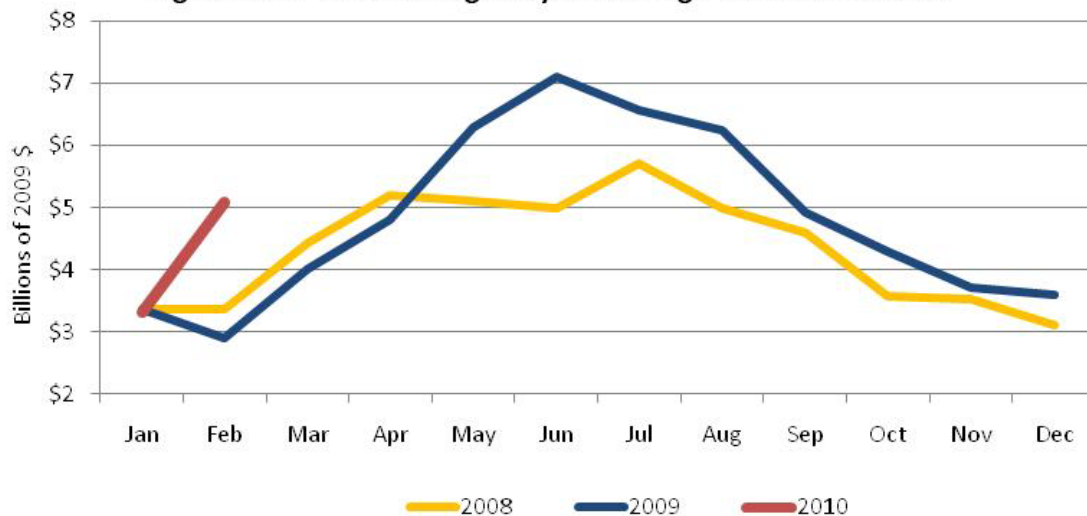
**Fig. 2 - ARRA Powered Large Rise in New Contract Awards for Transportation Construction Projects**



Source: ARTBA Analysis of McGraw Hill Dodge Data

ARTBA also tracks the value of contract awards in real terms, which accounts for changes over the years in material prices, inflation, and wages. The recent easing in material prices means that the real purchasing power of ARRA funds is even greater. The real value of highway and bridge contract awards, which measures the volume of construction work supported by the dollar awards, is up by \$2 billion in February 2010 compared to February 2009 (see Figure 3).

**Fig. 3 - Real Value of Highway and Bridge Contract Awards**



Source: McGrawHill Dodge Data adjusted with ARTBA Price Index

States awarded 1,993 projects compared to 1,600 projects in February 2009. The real value of contract awards for highways and bridges was \$57.9 billion in 2009, up from \$52 billion in 2008. The overall trend in contract awards is positive, despite anecdotal evidence that state DOTs and local governments are cutting programs.

In 2009, 37 states increased the real value of their contract awards compared to 2008. This is marked improvement over previous years. In 2008 there were only 22 states that had increased the value of their annual awards compared to the previous year, while the remaining 28 states decreased the real value of highway and bridge contract awards compared to 2007. In 2007 the states were evenly split – 25 increased the value of contract awards compared to 2006, and 25 decreased the total value of contract awards. Again, we cannot attribute this entire situation to the ARRA, however the timing of this dramatic shift with the release of ARRA funds and the fact that there was no other major infusion of capital during this period indicates a major influence from the ARRA on contract awards.

The result of the increased obligation of federal funds for transportation projects and the large rise in new contract awards in recent months has been a boost in transportation construction activity as ARRA-financed projects have gotten underway.

Table 1 shows that state and local governments used \$26.5 billion of ARRA highway funds to finance over 12,000 highway and bridge construction projects. More than 8,300 of these projects, valued at just under \$19 billion, are already under construction or have been completed, and more than \$6.7 billion has been paid out to contractors for construction work performed on highway projects. My own state of Tennessee has been a leader in moving Recovery Act funds into construction and has already paid out 40 percent of its apportionment to contractors for work performed.

Table 1 - Latest Update on Use of ARRA Highway Funds

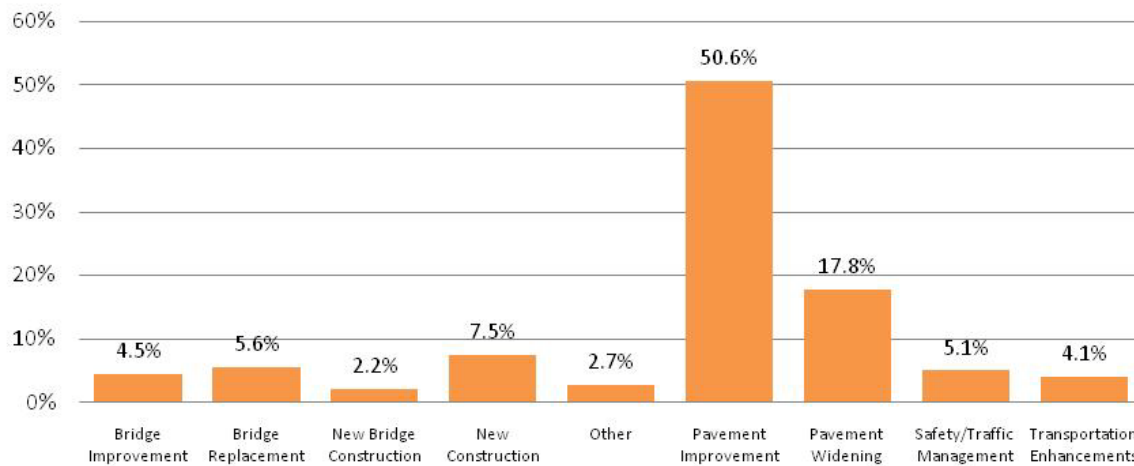
	Obligations for Highway Projects		Under Construction or Completed		Outlays	Flexed to Other Modes
	Number of Projects	Amount	Number of Projects	Amount		
ALABAMA	321	\$512,016,313	139	\$317,641,692	\$123,925,883	\$1,767,770
ALASKA	26	\$170,461,487	16	\$101,620,607	\$43,542,447	\$5,000,000
ARIZONA	186	\$520,711,045	161	\$397,651,647	\$117,933,913	\$1,047,382
ARKANSAS	115	\$343,673,424	81	\$194,526,270	\$69,189,396	
CALIFORNIA	912	\$2,533,631,865	438	\$1,514,360,004	\$314,707,172	\$30,618,195
COLORADO	103	\$385,574,130	70	\$305,685,055	\$117,262,500	\$18,600,000
CONNECTICUT	137	\$298,479,152	37	\$199,097,755	\$50,904,167	\$2,800,000
DELAWARE	32	\$121,686,423	27	\$103,020,964	\$27,176,776	
DIST. OF COLUMBIA	15	\$123,507,842	12	\$96,732,853	\$10,949,796	
FLORIDA	589	\$1,331,115,578	312	\$883,378,684	\$184,590,433	\$1,583,590
GEORGIA	363	\$899,871,463	150	\$464,574,972	\$95,250,013	\$30,000,000
HAWAII	23	\$125,746,380	13	\$47,411,763	\$8,163,666	
IDAHO	74	\$178,878,631	63	\$167,317,746	\$45,105,879	\$3,056,000
ILLINOIS	747	\$931,844,611	580	\$800,293,778	\$428,716,230	
INDIANA	1088	\$642,836,528	819	\$510,843,451	\$203,003,041	\$240,000
IOWA	233	\$357,623,007	225	\$349,422,572	\$214,019,305	\$539,424
KANSAS	146	\$348,200,758	65	\$219,488,951	\$55,906,890	
KENTUCKY	107	\$420,106,730	36	\$360,350,639	\$125,768,120	\$955,644
LOUISIANA	110	\$430,465,260	51	\$327,206,487	\$33,227,043	
MAINE	74	\$131,002,032	72	\$123,983,564	\$91,418,895	
MARYLAND	170	\$414,534,777	98	\$241,559,329	\$112,391,219	\$17,100,000
MASSACHUSETTS	84	\$378,205,755	40	\$186,429,290	\$45,305,110	\$59,659,500
MICHIGAN	720	\$845,306,718	538	\$754,069,994	\$227,101,477	\$606,119
MINNESOTA	205	\$501,100,113	148	\$358,988,335	\$235,064,041	
MISSISSIPPI	169	\$354,564,343	74	\$286,640,358	\$149,018,795	\$1,705,015
MISSOURI	332	\$637,286,988	220	\$494,442,098	\$184,140,814	\$365,139
MONTANA	84	\$212,470,571	69	\$165,226,519	\$63,531,652	
NEBRASKA	121	\$229,763,012	73	\$175,593,888	\$78,932,488	
NEVADA	69	\$201,352,460	18	\$85,196,234	\$32,589,425	
NEW HAMPSHIRE	34	\$129,440,556	29	\$120,587,025	\$51,049,624	
NEW JERSEY	161	\$651,774,480	46	\$418,095,190	\$154,954,046	
NEW MEXICO	92	\$252,644,377	38	\$179,086,769	\$62,218,211	
NEW YORK	443	\$944,468,723	326	\$675,201,486	\$211,983,210	\$175,466,000
NORTH CAROLINA	381	\$730,409,684	324	\$693,939,168	\$191,702,693	\$5,117,000
NORTH DAKOTA	162	\$167,146,497	118	\$132,313,096	\$75,023,299	\$2,980,000
OHIO	388	\$912,027,922	218	\$489,376,336	\$127,617,546	\$16,850,000
OKLAHOMA	275	\$463,484,505	183	\$413,571,066	\$256,055,424	
OREGON	317	\$272,759,771	246	\$210,163,853	\$121,271,732	\$62,276,713
PENNSYLVANIA	303	\$1,026,404,219	298	\$1,004,535,123	\$261,676,295	
RHODE ISLAND	64	\$137,445,725	59	\$134,297,338	\$51,358,785	
SOUTH CAROLINA	174	\$463,309,029	109	\$296,938,110	\$98,658,634	\$2,037,200
SOUTH DAKOTA	51	\$186,280,224	34	\$161,476,939	\$77,861,462	
TENNESSEE	317	\$573,001,043	301	\$566,704,290	\$235,695,171	\$500,000
TEXAS	453	\$2,210,111,066	321	\$1,249,045,662	\$433,456,002	\$17,000,000
UTAH	115	\$213,919,543	103	\$202,506,546	\$148,254,651	\$1,961,852
VERMONT	70	\$125,791,291	42	\$86,665,221	\$61,221,398	
VIRGINIA	137	\$647,230,364	22	\$128,875,850	\$51,586,840	\$48,430,459
WASHINGTON	213	\$491,746,976	171	\$427,134,729	\$175,240,105	\$652,443
WEST VIRGINIA	145	\$210,647,666	105	\$179,923,895	\$76,985,810	
WISCONSIN	401	\$526,944,663	398	\$524,495,543	\$201,460,899	
WYOMING	65	\$157,616,058	60	\$154,661,058	\$89,035,593	
<b>STATE TOTAL</b>	<b>12,116</b>	<b>\$26,076,621,778</b>	<b>8,196</b>	<b>\$18,682,349,792</b>	<b>\$6,703,204,017</b>	<b>\$508,915,445</b>
Territories, fed lands	197	\$455,542,057	109	\$297,720,011	\$13,316,511	\$0
<b>GRAND TOTAL</b>	<b>12,313</b>	<b>\$26,532,163,835</b>	<b>8,305</b>	<b>\$18,980,069,804</b>	<b>\$6,716,520,528</b>	<b>\$508,915,445</b>

Source: Federal Highway Administration web site

When airport and transit construction projects are included, the total number of projects financed by ARRA transportation funds jumps to almost 14,000 nationwide, for which \$37.5 billion has been obligated.

Pavement improvement has been the main focus for ARRA obligations. Just over half of obligated funds (50.6 percent) are going towards pavement improvement projects (see Figure 4). Pavement widening projects account for 17.8 percent of total obligations, followed by new construction (7.5 percent) and bridge replacement (5.6 percent). Although the initial focus of ARRA was on projects that could be awarded and started quickly, these are also typically projects that have shorter duration.

**Fig. 4 - ARRA Obligations - Type of Projects**



Source: ARTBA Analysis of FHWA Weekly Report, March 12, 2010

According to the March 12 weekly update from the FHWA, a total of 1,740 projects valued at \$1.9 billion have been completed. That includes \$1.74 billion in pavement improvement projects. FHWA also reports there is over \$16.7 billion worth of projects that have received a “notice to proceed” and have not been completed. Of this total, \$8.3 billion is for pavement improvement. There is a total of nearly \$7.7 billion in ARRA funding nationwide that has been obligated, but still had not received a notice to proceed. This indicates there are still substantial ARRA projects that are working their way through the process, and as expected, the stimulus funding should help support the 2010 construction season.

### State Diversity in Utilizing ARRA Funds

There is a great diversity in how states are using their ARRA funds and how quickly projects are moving. Approximately 28 percent of all ARRA obligations have not yet received a “notice to proceed.” FHWA’s issuance of a notice to proceed is a precursor to State DOTs putting out a notice to bid and a contract award. The funding has been obligated for these projects, but the next step has not been taken. At the state level, there is a wide range of ARRA funds that have not yet received a notice to proceed, from Virginia, with 81 percent of obligated funds not under notice, to Wisconsin, Indiana, Illinois and Iowa, where nearly all funds have received a notice to proceed.

While there can be substantive reasons that differ among the states for the lag between obligation and contract awards, it is clear that an obligation of funds is not synonymous with project activity. This point has been a source of substantial confusion throughout the implementation of the recovery act. To be clear, job creation and economic activity begin when contracts are awarded to a firm and not before. As such, a state must get to the point of contract awards before the primary goals of the ARRA can be realized.

We are also observing diversity in the types of projects being supported by the ARRA. For example, in my home state of Tennessee 35 percent of ARRA obligations are for pavement widening projects, followed by 32 percent for pavement improvements. They have also put ten percent of funding toward bridge replacement. Nearly 71 percent of ARRA obligations in Tennessee are under a notice to proceed. In fact, the Tennessee Road Builders Association recently commended the Tennessee Department of Transportation for the speed at which they were able to advance ARRA highway projects and for allocating these funds to a broad array of project types.

In Alabama 64 percent of ARRA obligations have been for pavement improvement, and 19 percent of funds have been for pavement widening. The state has also obligated \$59.7 million, 12 percent of total obligations, towards new construction.

Status of ARRA Projects in Tennessee (value in millions \$)			
Type of Project	Total Obligation	Current Projects Under Notice to Proceed	Completed Projects
Bridge Replacement	\$58.6	\$52.9	\$5.2
New Bridge Construction	\$25.7	\$0.4	\$0.0
New Construction	\$44.7	\$44.7	\$0.0
Other	\$3.3	\$3.3	\$0.0
Pavement Improvement	\$193.6	\$54.1	\$136.1
Pavement Widening	\$206.8	\$206.8	\$0.0
Safety/Traffic Management	\$38.2	\$37.5	\$0.1
Transportation Enhancements	\$28.2	\$25.6	\$0.0
<b>Total</b>	<b>\$599.2</b>	<b>\$425.3</b>	<b>\$141.4</b>

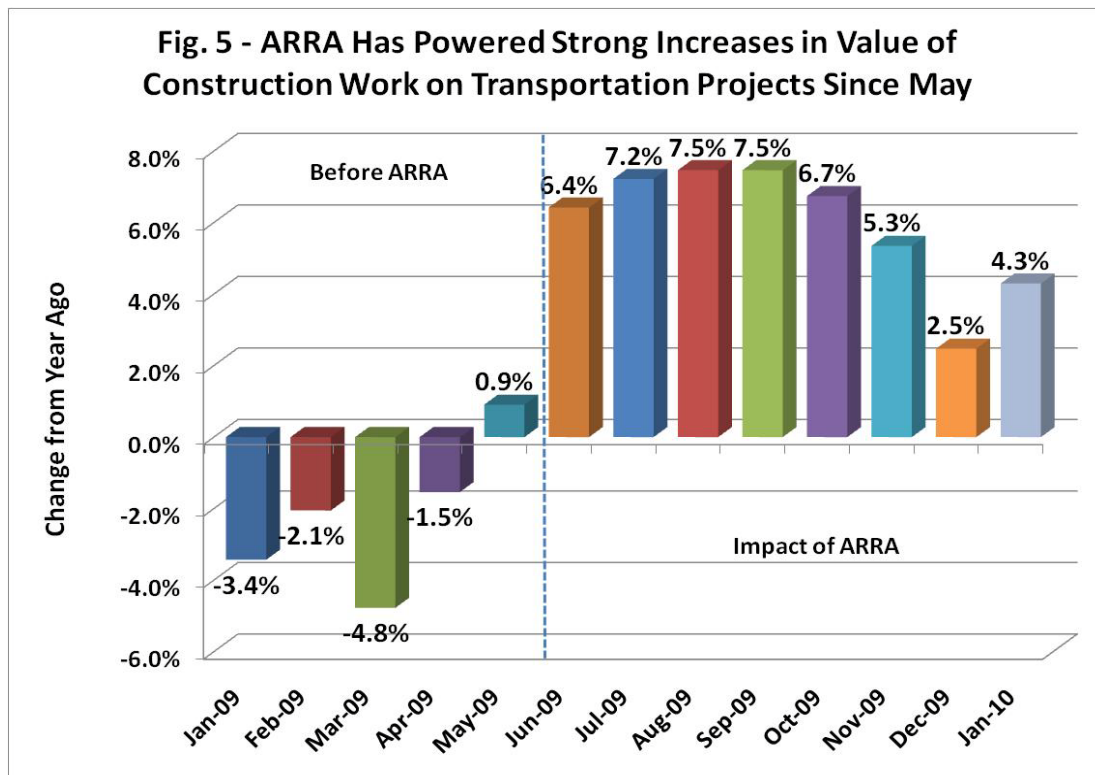
Source: ARTBA analysis of FHWA Weekly Report, March 12, 2010

Status of ARRA Projects in Alabama (value in millions \$)			
Type of Project	Total Obligation	Current Projects Under Notice to Proceed	Completed Projects
Bridge Improvement	\$0.2	\$0.2	\$0.0
Bridge Replacement	\$1.1	\$0.3	\$0.1
New Construction	\$59.7	\$59.5	\$0.0
Other	\$6.2	\$0.6	\$0.0
Pavement Improvement	\$327.2	\$213.2	\$19.4
Pavement Widening	\$95.4	\$21.8	\$0.0
Safety/Traffic Management	\$5.9	\$2.2	\$0.0
Transportation Enhancements	\$16.4	\$0.6	\$0.0
<b>Total</b>	<b>\$512.0</b>	<b>\$298.2</b>	<b>\$19.5</b>

Source: ARTBA analysis of FHWA Weekly Report, March 12, 2010

### Impact of ARRA on Transportation Construction Activity

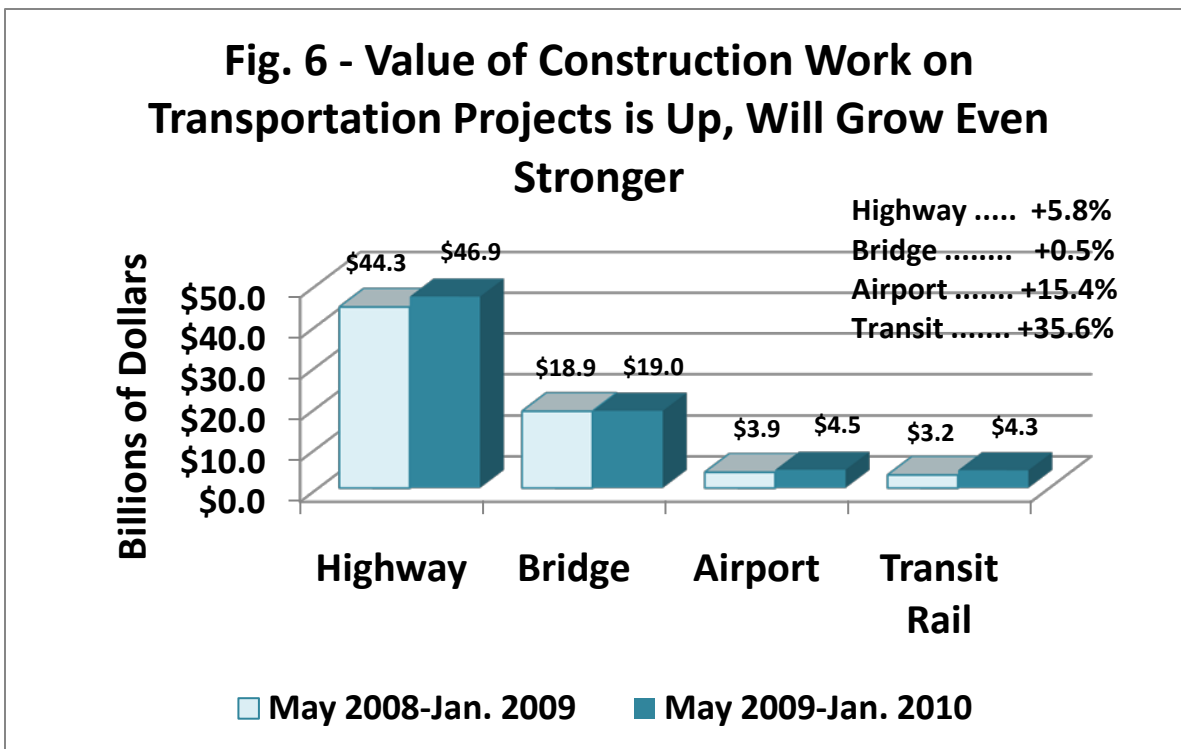
The final measure that ARTBA tracks is the value of construction work put in place on transportation projects, where there has also been a dramatic impact from the ARRA. The value of construction put in place represents the current value of work that is underway in a given time period, regardless of when the project was awarded.



Source: U.S. Census Bureau, Value of Construction Put in Place

As Figure 5 shows, the value of construction work performed on transportation projects during the first four months of 2009—before ARRA funds began to have an impact--was substantially below the comparable months of 2008. But once the ARRA transportation funds began to kick in, the value of construction work put in place on transportation projects started to grow, beginning in May 2009. During every month since, construction activity on transportation projects has been substantially stronger than during the same month of the previous year, as the chart shows.

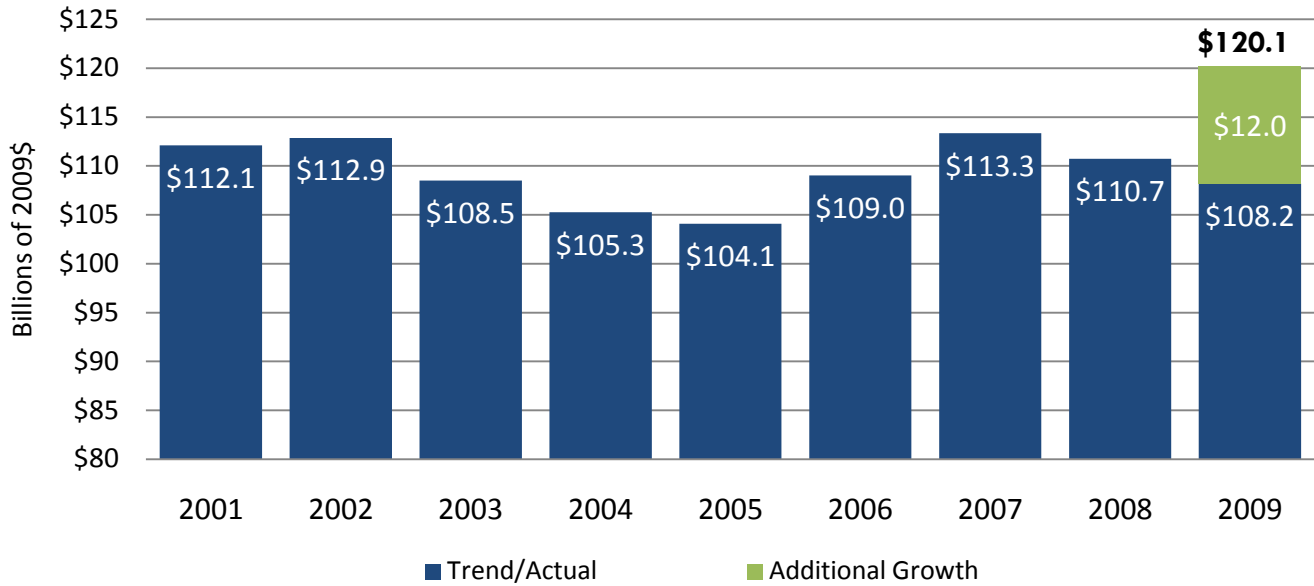
Every mode has benefited from ARRA transportation funds. Figure 6 shows that the value of construction work performed on highway pavements, bridges, airports and transit rail projects during the nine months between May 2009 and January 2010 (the latest data for this measure) was higher than during the same nine months a year earlier, before Congress enacted the ARRA. Furthermore, as construction work begins on many of the new contracts awarded during the past few months, the impact of the ARRA on transportation construction activity should become even more dramatic as the 2010 construction season gets underway.



Source: U.S. Census Bureau, Value of Construction Put in Place

The real value of all transportation construction work, put in terms of 2009 dollars, was \$110.7 billion in 2008, down 2.3 percent from 2007. Had that trend continued, the real value of transportation work in 2009 would have been \$108.2 billion. Instead the work on all modes finished up 8.5 percent at \$120.1 billion—a \$12 billion total increase (as indicated in Figure 7). While this is a total market report not segmented by funding source, the increased federal transportation investments provided in the FY 2009 appropriations process and the ARRA clearly contributed to this growth.

**Fig. 7 - Real Value of Total Transportation Construction Work**



Source: ARTBA Analysis of Census Bureau Data; ARTBA Price Index; FHWA ARRA Data

### Impact of ARRA on Jobs

Finally, I would like to point out that ARRA transportation funds are having a significant impact on jobs. The purpose of the ARRA was to preserve and protect jobs that would otherwise be lost due to the economic recession. And it is doing just that.

In recent testimony submitted to the Joint Economic Committee, the Congressional Budget Office (CBO) testified that the measure of employment it uses to evaluate stimulus legislation is “the cumulative effects on years of full-time-equivalent employment per million dollars of total budgetary cost.”<sup>1</sup> There are currently just under \$19 billion of ARRA-financed highway and bridge construction projects that are either underway or completed. According to the Federal Highway Administration, every \$1 billion of construction work performed on highway projects supports more than 27,800 full-time-equivalent jobs on an annual basis. The ARRA-financed projects that are currently under way or completed are supporting or have supported a total of 528,000 full-time equivalent jobs. This includes 181,000 on-site construction jobs and 82,000 jobs in supplier industries as well as another 265,000 jobs in the rest of the economy as workers in construction and supplier industries spend their earnings. State-by-state data are shown in Table 2.

The results shown in Table 2 may differ from job numbers developed through reports of ARRA funding recipients, for a number of reasons. The numbers in Table 2 represent full-time jobs supported if the funds were spent during a single year. Since highway projects often take more than one year to complete, the actual number of jobs supported at any particular time will be lower but the jobs will last for more than a single year. Whether one looks at recipient reports or follows the FHWA job estimate extrapolation model favored by CBO, the employment supporting impact of the ARRA transportation funds are undeniable.

<sup>1</sup> Congressional Budget Office. “Policies for Increasing Economic Growth and Employment in the Short Run.” Statement of Douglas W. Elmendorf, Director, prepared for the Joint Economic Committee, February 2010, p.8.

## Conclusion

In summary, Mr. Chairman, the transportation components of the Recovery Act have been a clear success story. Federal funds have been deployed at a rapid pace and thousands of projects are underway. Construction work is being performed and many contractors across the nation have been able to sustain—if not add to—their workforce.

The ARRA transportation investments have and will continue to provide a much-needed boost to U.S. transportation construction industry. I can state with all certainty that as bad as things are right now, they would have been much worse without the recovery act. It is also clear that my firm and others in this sector are continuing to struggle through a very difficult time, with unemployment at record levels and substantial uncertainty about future state and federal transportation investments.

The American public, the Congress and the President also need to understand that the ARRA provides only a temporary solution. It will continue to support transportation construction work and jobs in 2010, but after that its impact will phase down quickly. Many of the jobs supported by the bill this year and next will then begin to disappear.

Adding to this concern, ARTBA members continue to report that the ability of states to continue to keep the transportation project pipeline full is becoming compromised. I know the last thing this Committee wants to see is transportation improvement projects drying up after the recovery act funds are utilized. To this end, we urge you to ask the Federal Highway Administration to perform an assessment of the adequacy of planning, design, procurement and other preliminary activities underway at the state level to ensure the foundation exists to continue advancing surface transportation improvements in the future.

To sustain and build on the ARRA and re-energize the long-term growth potential of the United States, we must also not lose sight of the need to enact a six-year surface transportation authorization bill at the \$500 billion funding level proposed by you and your Committee as soon as possible.

We are certainly aware of the difficulties facing reauthorization. But there are also grave consequences for failing to act in terms of lost jobs following the utilization of ARRA funds to the ongoing congestion tax that impedes the quality of life of all Americans and extracts billions of dollars each year from our economy. We pledge to continue to work with this Committee and all members of Congress to overcome these challenges and help deliver the long-term surface transportation bill our nation needs.

Thank you for the opportunity to testify, and I will be happy to answer any questions.

Table 2 - ARRA Highway Projects Under Construction or Completed Support 528,000 Jobs

	Value of ARRA Highway Proj. Under Construction or Completed	Onsite Construction Jobs	Jobs in Supplier Industries	Jobs in the Rest of the Economy	Total Jobs
ALABAMA	\$317,641,692	3,029	1,373	4,435	8,838
ALASKA	\$101,620,607	969	439	1,419	2,827
ARIZONA	\$397,651,647	3,792	1,719	5,552	11,064
ARKANSAS	\$194,526,270	1,855	841	2,716	5,412
CALIFORNIA	\$1,514,360,004	14,442	6,548	21,143	42,134
COLORADO	\$305,685,055	2,915	1,322	4,268	8,505
CONNECTICUT	\$199,097,755	1,899	861	2,780	5,539
DELAWARE	\$103,020,964	983	445	1,438	2,866
DIST. OF COLUMBIA	\$96,732,853	923	418	1,351	2,691
FLORIDA	\$883,378,684	8,425	3,820	12,334	24,578
GEORGIA	\$464,574,972	4,431	2,009	6,486	12,926
HAWAII	\$47,411,763	452	205	662	1,319
IDAHO	\$167,317,746	1,596	723	2,336	4,655
ILLINOIS	\$800,293,778	7,632	3,460	11,174	22,267
INDIANA	\$510,843,451	4,872	2,209	7,132	14,213
IOWA	\$349,422,572	3,332	1,511	4,879	9,722
KANSAS	\$219,488,951	2,093	949	3,065	6,107
KENTUCKY	\$360,350,639	3,437	1,558	5,031	10,026
LOUISIANA	\$327,206,487	3,121	1,415	4,568	9,104
MAINE	\$123,983,564	1,182	536	1,731	3,450
MARYLAND	\$241,559,329	2,304	1,045	3,373	6,721
MASSACHUSETTS	\$186,429,290	1,778	806	2,603	5,187
MICHIGAN	\$754,069,994	7,192	3,261	10,528	20,980
MINNESOTA	\$358,988,335	3,424	1,552	5,012	9,988
MISSISSIPPI	\$286,640,358	2,734	1,239	4,002	7,975
MISSOURI	\$494,442,098	4,715	2,138	6,903	13,757
MONTANA	\$165,226,519	1,576	714	2,307	4,597
NEBRASKA	\$175,593,888	1,675	759	2,452	4,886
NEVADA	\$85,196,234	813	368	1,190	2,370
NEW HAMPSHIRE	\$120,587,025	1,150	521	1,684	3,355
NEW JERSEY	\$418,095,190	3,987	1,808	5,837	11,633
NEW MEXICO	\$179,086,769	1,708	774	2,500	4,983
NEW YORK	\$675,201,486	6,439	2,920	9,427	18,786
NORTH CAROLINA	\$693,939,168	6,618	3,001	9,689	19,307
NORTH DAKOTA	\$132,313,096	1,262	572	1,847	3,681
OHIO	\$489,376,336	4,667	2,116	6,833	13,616
OKLAHOMA	\$413,571,066	3,944	1,788	5,774	11,507
OREGON	\$210,163,853	2,004	909	2,934	5,847
PENNSYLVANIA	\$1,004,535,123	9,580	4,344	14,025	27,949
RHODE ISLAND	\$134,297,338	1,281	581	1,875	3,737
SOUTH CAROLINA	\$296,938,110	2,832	1,284	4,146	8,262
SOUTH DAKOTA	\$161,476,939	1,540	698	2,255	4,493
TENNESSEE	\$566,704,290	5,405	2,450	7,912	15,767
TEXAS	\$1,249,045,662	11,912	5,401	17,439	34,752
UTAH	\$202,506,546	1,931	876	2,827	5,634
VERMONT	\$86,665,221	827	375	1,210	2,411
VIRGINIA	\$128,875,850	1,229	557	1,799	3,586
WASHINGTON	\$427,134,729	4,074	1,847	5,964	11,884
WEST VIRGINIA	\$179,923,895	1,716	778	2,512	5,006
WISCONSIN	\$524,495,543	5,002	2,268	7,323	14,593
WYOMING	\$154,661,058	1,475	669	2,159	4,303
<b>STATE TOTAL</b>	<b>18,682,349,792</b>	<b>178,174</b>	<b>80,782</b>	<b>260,843</b>	<b>519,799</b>
Territories, fed lands	297,720,011	2,839	1,287	4,157	8,283
<b>GRAND TOTAL</b>	<b>\$18,980,069,804</b>	<b>181,013</b>	<b>82,070</b>	<b>265,000</b>	<b>528,082</b>

Source: ARTBA calculations from FHWA data