

# KEY FACTS ABOUT ALABAMA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Alabama and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Alabama, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty percent of the \$128 billion worth of commodities delivered annually from sites in Alabama is transported by trucks on the state's highways. An additional seven percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$514 million in stimulus funding for highway and bridge improvements and \$53.2 million for public transit improvements in Alabama. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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**a national transportation research group**

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirteen percent of Alabama's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Alabama motorists \$530 million a year in extra vehicle repairs and operating costs – \$141 per motorist.
- Twenty-four percent of Alabama's bridges are structurally deficient or functionally obsolete.
- Fifty-two percent of Alabama's urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Alabama's highways increased by 48 percent from 1990 to 2008. Alabama's population grew by 15 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 966 traffic fatalities in 2008 in Alabama. A total of 5,585 people died on Alabama's highways from 2004 through 2008.
- In 2008, Alabama had a traffic fatality rate of 1.63 fatalities per 100 million vehicle miles of travel, higher than the national average of 1.25.
- Motor vehicle crashes cost Alabama \$2.8 billion per year, \$627 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

***Data from the U.S. Census Bureau, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.***

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# KEY FACTS ABOUT ALASKA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

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Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Alaska, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

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- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Fifty-eight percent of the \$8 billion worth of commodities delivered annually from sites in Alaska is transported by trucks on the state's highways. Five percent is delivered by a combination of trucks and ships or barges, and two percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$175.5 million in stimulus funding for highway and bridge improvements and \$41.6 million for public transit improvements in Alaska. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Fifty-one percent of Alaska's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Alaska motorists \$181 million a year in extra vehicle repairs and operating costs – \$359 per motorist.
- Twenty-four percent of Alaska's bridges are structurally deficient or functionally obsolete.
- Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Vehicle travel on Alaska's highways increased by 25 percent from 1990 to 2008. Alaska's population grew by 25 percent between 1990 and 2008.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 62 traffic fatalities in 2008 in Alaska. A total of 392 people died on Alaska's highways from 2004 through 2008.
- Alaska's traffic fatality rate of 1.27 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Alaska \$475 million per year, \$758 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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# KEY FACTS ABOUT ARIZONA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

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Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Arizona, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

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- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-six percent of the \$111 billion worth of commodities delivered annually from sites in Arizona is transported by trucks on the state's highways. An additional 15 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$522 million in stimulus funding for highway and bridge improvements and \$100.6 million for public transit improvements in Arizona. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty percent of Arizona's roads are in poor or mediocre condition. Driving on roads in need of repair costs Arizona motorists \$887 million a year in extra vehicle repairs and operating costs – \$205 per motorist.
- Twelve percent of Arizona's bridges are rated as structurally deficient or functionally obsolete.
- Forty-one percent of Arizona's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Vehicle travel on Arizona's highways increased by 71 percent from 1990 to 2008. Arizona's population grew by 77 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 937 traffic fatalities in 2008 in Arizona. A total of 5,631 people died on Arizona's highways from 2004 through 2008.
- Arizona's traffic fatality rate of 1.52 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Arizona \$4 billion per year, \$833 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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# KEY FACTS ABOUT ARKANSAS' SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

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Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Arkansas, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-five percent of the \$92 billion worth of commodities delivered annually from sites in Arkansas is transported by trucks on the state's highways. An additional four percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$351.5 million in stimulus funding for highway and bridge improvements and \$28.4 million for public transit improvements in Arkansas. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-four percent of Arkansas' major roads are in poor or mediocre condition. Driving on roads in need of repair costs Arkansas motorists \$634 million a year in extra vehicle repairs and operating costs – \$308 per motorist.
- Twenty-two percent of Arkansas' bridges are structurally deficient or functionally obsolete.
- Thirty-nine percent of Arkansas' major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Arkansas' highways increased by 52 percent from 1990 to 2008. Arkansas' population grew by 21 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 600 traffic fatalities in 2008 in Arkansas. A total of 3,271 people died on Arkansas' highways from 2004 through 2008.
- Arkansas' traffic fatality rate of 1.81 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Arkansas \$2 billion per year, \$735 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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# KEY FACTS ABOUT CALIFORNIA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

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Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in California, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

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- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-eight percent of the \$924 billion worth of commodities delivered annually from sites in California is transported by trucks on the state's highways. An additional 19 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$2.6 billion in stimulus funding for highway and bridge improvements and \$1 billion for public transit improvements in California. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Sixty-six percent of California's major roads are in poor or mediocre condition. Driving on roads in need of repair costs California motorists \$13.9 billion a year in extra vehicle repairs and operating costs – \$586 per motorist.
- Twenty-nine percent of California's bridges are structurally deficient or functionally obsolete.
- Sixty-eight percent of California's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on California's highways increased by 22 percent from 1990 to 2008. California's population grew by 24 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 3,434 traffic fatalities in 2008 in California. A total of 20,122 people died on California's highways from 2004 through 2008.
- California's traffic fatality rate of 1.05 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost California \$21 billion per year, \$610 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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# KEY FACTS ABOUT COLORADO'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

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- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-nine percent of the \$93 billion worth of commodities delivered annually from sites in Colorado is transported by trucks on the state's highways. An additional 16 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including trucks.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$404 million in stimulus funding for highway and bridge improvements and \$103.5 million for public transit improvements in Colorado. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-four percent of Colorado's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Colorado motorists more than \$1 billion a year in extra vehicle repairs and operating costs – \$287 per motorist.
- Seventeen percent of Colorado's bridges are structurally deficient or functionally obsolete.
- Thirty-one percent of Colorado's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Colorado's highways increased by 76 percent from 1990 to 2008. Colorado's population grew by 50 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Congestion***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 548 traffic fatalities in 2008 in Colorado. A total of 2,910 people died on Colorado's highways from 2004 through 2008.
- Colorado's traffic fatality rate of 1.15 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Colorado \$3 billion per year, \$762 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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Updated May 2010

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Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Connecticut, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-five percent of the \$82 billion worth of commodities delivered annually from sites in Connecticut is transported by trucks on the state's highways. An additional 21 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$302 million in stimulus funding for highway and bridge improvements and \$137.5 million for public transit improvements in Connecticut. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty-five percent of Connecticut's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Connecticut motorists \$847 million a year in extra vehicle repairs and operating costs – \$294 per motorist.
- Thirty-four percent of Connecticut's bridges are structurally deficient or functionally obsolete.
- Fifty-eight percent of Connecticut's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Connecticut's highways increased by 19 percent from 1990 to 2008. Connecticut's population grew by seven percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 264 traffic fatalities in 2008 in Connecticut. A total of 1,443 people died on Connecticut's highways from 2004 through 2008.
- Connecticut's traffic fatality rate of 0.83 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Connecticut \$4 billion per year, \$1,100 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT DELAWARE'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Delaware and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Delaware, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-one percent of the \$20 billion worth of commodities delivered annually from sites in Delaware is transported by trucks on the state's highways. An additional 10 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$121.8 million in stimulus funding for highway and bridge improvements and \$17.6 million for public transit improvements in Delaware. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-six percent of Delaware's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Delaware motorists \$168 million a year in extra vehicle repairs and operating costs – \$257 per motorist.
- Seventeen percent of Delaware's bridges are structurally deficient or functionally obsolete.
- Thirty-four percent of Delaware's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Delaware's highways increased by 42 percent from 1990 to 2008. Delaware's population grew by 31 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 121 traffic fatalities in 2008 in Delaware. A total of 653 people died on Delaware's highways from 2004 through 2008.
- Delaware's traffic fatality rate of 1.35 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Delaware \$706 million per year, \$900 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT FLORIDA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Connecticut and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Connecticut, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-six percent of the \$297 billion worth of commodities delivered annually from sites in Florida is transported by trucks on the state's highways. An additional 13 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$1.3 billion in stimulus funding for highway and bridge improvements and \$316 million for public transit improvements in Florida. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Fourteen percent of Florida's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Florida motorists \$1.8 billion a year in extra vehicle repairs and operating costs – \$128 per motorist.
- Sixteen percent of Florida's bridges are structurally deficient or functionally obsolete.
- Forty-seven percent of Florida's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Florida's highways increased by 78 percent from 1990 to 2008. Florida's population grew by 42 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 2,978 traffic fatalities in 2008 in Florida. A total of 16,310 people died on Florida's highways from 2004 through 2008.
- Florida's traffic fatality rate of 1.50 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Florida \$14 billion per year, \$90 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT GEORGIA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Georgia and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Georgia, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-three percent of the \$271 billion worth of commodities delivered annually from sites in Georgia is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$931.6 million in stimulus funding for highway and bridge improvements and \$143.6 million for public transit improvements in Georgia. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Driving on roads in need of repair costs Georgia motorists \$374 million a year in extra vehicle repairs and operating costs – \$60 per motorist.
- Nineteen percent of Georgia’s bridges are structurally deficient or functionally obsolete.
- Fifty-six percent of Georgia’s major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Georgia’s highways increased by 48 percent from 1990 to 2008. Georgia’s population grew by 50 percent between 1990 and 2008.
- Vehicle travel on America’s highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation’s population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,493 traffic fatalities in 2008 in Georgia. A total of 8,190 people died on Georgia’s highways from 2004 through 2008.
- Georgia’s traffic fatality rate of 1.37 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Georgia \$8 billion per year, \$959 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT HAWAII'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Hawaii and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Hawaii, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Fifty-six percent of the \$13.5 billion worth of commodities delivered annually from sites in Hawaii is transported by trucks on the state's highways. Seven percent is delivered by a combination of trucks and ships or barges, and six percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$125.7 million in stimulus funding for highway and bridge improvements and \$43.8 million for public transit improvements in Hawaii. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Seventy-two percent of Hawaii's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Hawaii motorists \$456 million a year in extra vehicle repairs and operating costs – \$515 per motorist.
- Forty-four percent of Hawaii's bridges are structurally deficient or functionally obsolete.
- Forty-five percent of Hawaii's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Hawaii's highways increased by 24 percent from 1990 to 2008. Hawaii's population grew by 16 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 107 traffic fatalities in 2008 in Hawaii. A total of 688 people died on Hawaii's highways from 2004 through 2008.
- Hawaii's traffic fatality rate of 1.04 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Hawaii \$655 million per year, \$540 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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# KEY FACTS ABOUT IDAHO'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Idaho and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Idaho, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-seven percent of the \$28 billion worth of commodities delivered annually from sites in Idaho is transported by trucks on the state's highways. An additional six percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$181.9 million in stimulus funding for highway and bridge improvements and \$18.4 million for public transit improvements in Idaho. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-four percent of Idaho's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Idaho motorists \$316 million a year in extra vehicle repairs and operating costs – \$305 per motorist.
- Nineteen percent of Idaho's bridges are structurally deficient or functionally obsolete.
- Forty percent of Idaho's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Idaho's highways increased by 50 percent from 1990 to 2008. Idaho's population grew by 51 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 232 traffic fatalities in 2008 in Idaho. A total of 1,286 people died on Idaho's highways from 2004 through 2008.
- Idaho's traffic fatality rate of 1.52 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Idaho \$856 million per year, \$661 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT ILLINOIS' SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Illinois and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Illinois, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-four percent of the \$442 billion worth of commodities delivered annually from sites in Illinois is transported by trucks on the state's highways. An additional 13 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$935.6 million in stimulus funding for highway and bridge improvements and \$467.5 million for public transit improvements in Illinois. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-three percent of Illinois' major roads are in poor or mediocre condition. Driving on roads in need of repair costs Illinois motorists \$2.4 billion a year in extra vehicle repairs and operating costs – \$292 per motorist.
- Sixteen percent of Illinois' bridges are structurally deficient or functionally obsolete.
- Forty-three percent of Illinois' major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Illinois' highways increased by 23 percent from 1990 to 2008. Illinois' population grew by 13 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,043 traffic fatalities in 2008 in Illinois. A total of 6,263 people died on Illinois' highways from 2004 through 2008.
- Illinois' traffic fatality rate of 0.98 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Illinois \$9 billion per year, \$723 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT INDIANA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Indiana and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Indiana, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-seven percent of the \$291 billion worth of commodities delivered annually from sites in Indiana is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$658 million in stimulus funding for highway and bridge improvements and \$84.3 million for public transit improvements in Indiana. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-nine percent of Indiana's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Indiana motorists \$1.2 billion a year in extra vehicle repairs and operating costs – \$225 per motorist.
- Twenty-two percent of Indiana's bridges are structurally deficient or functionally obsolete.
- Twenty-one percent of Illinois' major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Indiana's highways increased by 28 percent from 1990 to 2008. Indiana's population grew by 15 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 814 traffic fatalities in 2008 in Indiana. A total of 4,499 people died on Indiana's highways from 2004 through 2008.
- Indiana's traffic fatality rate of 1.15 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Indiana \$4.4 billion per year, \$715 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT IOWA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Iowa and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Iowa, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-one percent of the \$115 billion worth of commodities delivered annually from sites in Iowa is transported by trucks on the state's highways. An additional five percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$358.2 million in stimulus funding for highway and bridge improvements and \$36.5 million for public transit improvements in Iowa. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty percent of Iowa's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Iowa motorists \$759 million a year in extra vehicle repairs and operating costs – \$381 per motorist.
- Twenty-seven percent of Iowa's bridges are structurally deficient or functionally obsolete.
- Thirty-eight percent of Iowa's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Iowa's highways increased by 32 percent from 1990 to 2008. Iowa's population grew by eight percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 412 traffic fatalities in 2008 in Iowa. A total of 2,135 people died on Iowa's highways from 2004 through 2008.
- Iowa's traffic fatality rate of 1.34 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Iowa \$2.1 billion per year, \$719 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT KANSAS' SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Kansas and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Kansas, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-three percent of the \$95 billion worth of commodities delivered annually from sites in Kansas is transported by trucks on the state's highways. An additional six percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$347.8 million in stimulus funding for highway and bridge improvements and \$30.7 million for public transit improvements in Kansas. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty percent of Kansas' major roads are in poor or mediocre condition. Driving on roads in need of repair costs Kansas motorists \$646 million a year in extra vehicle repairs and operating costs – \$319 per motorist.
- Twenty percent of Kansas' bridges are structurally deficient or functionally obsolete.
- Twenty-five percent of Kansas' major urban highways are congested during peak times. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Kansas' highways increased by 27 percent from 1990 to 2008. Kansas' population grew by 13 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 385 traffic fatalities in 2008 in Kansas. A total of 2,156 people died on Kansas' highways from 2004 through 2008.
- Kansas' traffic fatality rate of 1.30 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Kansas \$1.9 billion per year, \$701 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT KENTUCKY'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Kentucky and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Kentucky, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-three percent of the \$189 billion worth of commodities delivered annually from sites in Kentucky is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$421.1 million in stimulus funding for highway and bridge improvements and \$50.3 million for public transit improvements in Kentucky. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty percent of Kentucky's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Kentucky motorists \$543 million a year in extra vehicle repairs and operating costs – \$185 per motorist.
- Thirty-two percent of Kentucky's bridges are structurally deficient or functionally obsolete.
- Fifty-seven percent of Kentucky's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Kentucky's highways increased by 36 percent from 1990 to 2008. Kentucky's population grew by 16 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 826 traffic fatalities in 2008 in Kentucky. A total of 4,552 people died on Kentucky's highways from 2004 through 2008.
- Kentucky's traffic fatality rate of 1.74 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Kentucky \$3.1 billion per year, \$771 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT LOUISIANA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As STATE and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in STATE, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Forty percent of the \$140 billion worth of commodities delivered annually from sites in Louisiana is transported by trucks on the state's highways. An additional three percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$429.9 million in stimulus funding for highway and bridge improvements and \$65.7 million for public transit improvements in Louisiana. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty-five percent of Louisiana's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Louisiana motorists \$1.2 billion a year in extra vehicle repairs and operating costs – \$408 per motorist.
- Twenty-nine percent of Louisiana's bridges are structurally deficient or functionally obsolete.
- Forty-three percent of Louisiana's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Louisiana's highways increased by 21 percent from 1990 to 2008. Louisiana's population grew by five percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 912 traffic fatalities in 2008 in Louisiana. A total of 4,782 people died on Louisiana's highways from 2004 through 2008.
- Louisiana's traffic fatality rate of 2.02 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Louisiana \$4 billion per year, \$895 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT MAINE'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Maine and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Maine, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-eight percent of the \$32 billion worth of commodities delivered annually from sites in Maine is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$130.8 million in stimulus funding for highway and bridge improvements and \$13.3 million for public transit improvements in Maine. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-seven percent of Maine's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Maine motorists \$246 million a year in extra vehicle repairs and operating costs – \$245 per motorist.
- Thirty-three percent of Maine's bridges are structurally deficient or functionally obsolete.
- Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Maine's highways increased by 21 percent from 1990 to 2008. Maine's population grew by seven percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 155 traffic fatalities in 2008 in Maine. A total of 889 people died on Maine's highways from 2004 through 2008.
- Maine's traffic fatality rate of 1.06 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Maine \$912 million per year, \$715 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT MARYLAND'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Maryland and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Maryland, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-six percent of the \$121 billion worth of commodities delivered annually from sites in Maryland is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$431 million in stimulus funding for highway and bridge improvements and \$179.3 million for public transit improvements in Maryland. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty-four percent of Maryland's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Maryland motorists \$1.6 billion a year in extra vehicle repairs and operating costs – \$422 per motorist.
- Twenty-six percent of Maryland's bridges are structurally deficient or functionally obsolete. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Fifty-five percent of Maryland's major urban highways are congested. Motor vehicle crashes cost Maryland \$4.2 billion per year, \$800 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Maryland's highways increased by 35 percent from 1990 to 2008. Maryland's population grew by 18 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 591 traffic fatalities in 2008 in Maryland. A total of 3,114 people died on Maryland's highways from 2004 through 2008.
- Maryland's traffic fatality rate of 1.07 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT MASSACHUSETTS' SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Massachusetts and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Massachusetts, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-two percent of the \$201 billion worth of commodities delivered annually from sites in Massachusetts is transported by trucks on the state's highways. An additional 20 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$437.9 million in stimulus funding for highway and bridge improvements and \$319.7 million for public transit improvements in Massachusetts. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty-two percent of Massachusetts' major roads are in poor or mediocre condition. Driving on roads in need of repair costs Massachusetts motorists \$1.5 billion a year in extra vehicle repairs and operating costs – \$313 per motorist.
- Fifty-one percent of Massachusetts' bridges are structurally deficient or functionally obsolete.
- Thirty-eight percent of Massachusetts' major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Massachusetts' highways increased by 17 percent from 1990 to 2008. Massachusetts' population grew by eight percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 363 traffic fatalities in 2008 in Massachusetts. A total of 2,143 people died on Massachusetts' highways from 2004 through 2008.
- Massachusetts' traffic fatality rate of 0.67 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Massachusetts \$6.3 billion per year, \$988 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

***Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.***

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# KEY FACTS ABOUT MICHIGAN'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Michigan and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Michigan, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-eight percent of the \$389 billion worth of commodities delivered annually from sites in Michigan is transported by trucks on the state's highways. An additional seven percent is delivered by a combination of trucks and trail, and seven percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$847.2 million in stimulus funding for highway and bridge improvements and \$135 million for public transit improvements in Michigan. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-five percent of Michigan's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Michigan motorists \$2.5 billion a year in extra vehicle repairs and operating costs – \$357 per motorist.
- Twenty-five percent of Michigan's bridges are structurally deficient or functionally obsolete.
- Thirty-nine percent of Michigan's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Michigan's highways increased by 23 percent from 1990 to 2008. Michigan's population grew by eight percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 980 traffic fatalities in 2008 in Michigan. A total of 5,441 people died on Michigan's highways from 2004 through 2008.
- Michigan's traffic fatality rate of 0.96 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Michigan \$8.1 billion per year, \$812 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT MINNESOTA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Minnesota and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

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## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-nine percent of the \$166 billion worth of commodities delivered annually from sites in Minnesota is transported by trucks on the state's highways. An additional 18 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$502.3 million in stimulus funding for highway and bridge improvements and \$94.1 million for public transit improvements in Minnesota. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-seven percent of Minnesota's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Minnesota motorists \$797 million a year in extra vehicle repairs and operating costs – \$250 per motorist.
- Twelve percent of Minnesota's bridges are structurally deficient or functionally obsolete.
- Seventy-six percent of Minnesota's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Minnesota's highways increased by 42 percent from 1990 to 2008. Minnesota's population grew by 19 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 456 traffic fatalities in 2008 in Minnesota. A total of 2,586 people died on Minnesota's highways from 2004 through 2008.
- Minnesota's traffic fatality rate of 0.79 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Minnesota \$3.1 billion per year, \$623 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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# KEY FACTS ABOUT MISSISSIPPI'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Mississippi and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

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## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-six percent of the \$95 billion worth of commodities delivered annually from sites in Mississippi is transported by trucks on the state's highways. An additional three percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$354.6 million in stimulus funding for highway and bridge improvements and \$25.5 million for public transit improvements in Mississippi. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty-one percent of Mississippi's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Mississippi motorists \$811 million a year in extra vehicle repairs and operating costs – \$419 per motorist.
- Twenty-four percent of Mississippi's bridges are structurally deficient or functionally obsolete.
- Twenty-eight percent of Mississippi's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Mississippi's highways increased by 71 percent from 1990 to 2008. Mississippi's population grew by 14 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 783 traffic fatalities in 2008 in Mississippi. A total of 4,409 people died on Mississippi's highways from 2004 through 2008.
- Mississippi's traffic fatality rate of 1.79 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Mississippi \$2.1 billion per year, \$740 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT MISSOURI'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Missouri and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Missouri, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-three percent of the \$185 billion worth of commodities delivered annually from sites in Missouri is transported by trucks on the state's highways. An additional 12 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$637.1 million in stimulus funding for highway and bridge improvements and \$85.1 million for public transit improvements in Missouri. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### *Current Road and Bridge Conditions, Travel Trends and Traffic Congestion*

- Thirty-one percent of Missouri's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Missouri motorists \$1.6 billion a year in extra vehicle repairs and operating costs – \$380 per motorist.
- Thirty percent of Missouri's bridges are structurally deficient or functionally obsolete.
- Forty-four percent of Missouri's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Missouri's highways increased by 32 percent from 1990 to 2008. Missouri's population grew by 16 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### *Roadway Improvements Can Save Lives and Reduce Traffic Crashes*

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 960 traffic fatalities in 2008 in Missouri. A total of 5,435 people died on Missouri's highways from 2004 through 2008.
- Missouri's traffic fatality rate of 1.41 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Missouri \$5 billion per year, \$847 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT MONTANA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Montana and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Montana, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-seven percent of the \$12 billion worth of commodities delivered annually from sites in Montana is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$211.8 million in stimulus funding for highway and bridge improvements and \$15.6 million for public transit improvements in Montana. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twelve percent of Montana's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Montana motorists \$136 million a year in extra vehicle repairs and operating costs – \$184 per motorist.
- Eighteen percent of Montana's bridges are structurally deficient or functionally obsolete.
- Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Montana's highways increased by 29 percent from 1990 to 2008. Montana's population grew by 21 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 229 traffic fatalities in 2008 in Montana. A total of 1,250 people died on Montana's highways from 2004 through 2008.
- Montana's traffic fatality rate of 2.12 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Montana \$621 million per year, \$688 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT NEBRASKA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Nebraska and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Nebraska, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty percent of the \$62 billion worth of commodities delivered annually from sites in Nebraska is transported by trucks on the state's highways. An additional 12 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$235.6 million in stimulus funding for highway and bridge improvements and \$23.3 million for public transit improvements in Nebraska. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-three percent of Nebraska's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Nebraska motorists \$380 million a year in extra vehicle repairs and operating costs – \$282 per motorist.
- Twenty-five percent of Nebraska's bridges are structurally deficient or functionally obsolete.
- Thirty percent of Nebraska's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Nebraska's highways increased by 37 percent from 1990 to 2008. Nebraska's population grew by 13 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 208 traffic fatalities in 2008 in Nebraska. A total of 1,263 people died on Nebraska's highways from 2004 through 2008.
- Nebraska's traffic fatality rate of 1.09 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Nebraska \$1.6 billion per year, \$952 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT NEVADA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Nevada and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Nevada, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-eight percent of the \$41 billion worth of commodities delivered annually from sites in Nevada is transported by trucks on the state's highways. An additional 24 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$201.3 million in stimulus funding for highway and bridge improvements and \$49.4 million for public transit improvements in Nevada. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Fourteen percent of Nevada's roads are in poor or mediocre condition. Driving on roads in need of repair costs Nevada motorists \$391 million a year in extra vehicle repairs and operating costs – \$233 per motorist.
- Twelve percent of Nevada's bridges are structurally deficient or functionally obsolete.
- Fifty-nine percent of Nevada's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Nevada's highways increased by 106 percent from 1990 to 2008. Nevada's population grew by 116 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 324 traffic fatalities in 2008 in Nevada. A total of 1,950 people died on Nevada's highways from 2004 through 2008.
- Nevada's traffic fatality rate of 1.56 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Nevada \$1.9 billion per year, \$938 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

***Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.***

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# KEY FACTS ABOUT NEW HAMPSHIRE'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As New Hampshire and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in New Hampshire, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-three percent of the \$31 billion worth of commodities delivered annually from sites in New Hampshire is transported by trucks on the state's highways. An additional 27 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$129.4 million in stimulus funding for highway and bridge improvements and \$13.2 million for public transit improvements in New Hampshire. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-three percent of New Hampshire's major roads are in poor or mediocre condition. Driving on roads in need of repair costs New Hampshire motorists \$267 million a year in extra vehicle repairs and operating costs – \$259 per motorist.
- Thirty-one percent of New Hampshire's bridges are structurally deficient or functionally obsolete.
- Fifty-one percent of New Hampshire's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on New Hampshire's highways increased by 32 percent from 1990 to 2008. New Hampshire's population grew by 19 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 139 traffic fatalities in 2008 in New Hampshire. A total of 732 people died on New Hampshire's highways from 2004 through 2008.
- New Hampshire's traffic fatality rate of 1.07 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost New Hampshire over \$1 billion per year, \$820 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT NEW JERSEY'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As New Jersey and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in New Jersey, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-three percent of the \$287 billion worth of commodities delivered annually from sites in New Jersey is transported by trucks on the state's highways. An additional 19 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$651.8 million in stimulus funding for highway and bridge improvements and \$524.2 million for public transit improvements in New Jersey. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Seventy-seven percent of New Jersey's major roads are in poor or mediocre condition. Driving on roads in need of repair costs New Jersey motorists \$3.5 billion a year in extra vehicle repairs and operating costs – \$601 per motorist.
- Thirty-five percent of New Jersey's bridges are structurally deficient or functionally obsolete.
- Sixty-four percent of New Jersey's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on New Jersey's highways increased by 25 percent from 1990 to 2008. New Jersey's population grew by 12 percent from 1990 to 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 590 traffic fatalities in 2008 in New Jersey. A total of 3,555 people died on New Jersey's highways from 2004 through 2008.
- New Jersey's traffic fatality rate of 0.80 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost New Jersey \$9.3 billion per year, \$1,110 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT NEW MEXICO'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As New Mexico and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in New Mexico, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-five percent of the \$15 billion worth of commodities delivered annually from sites in New Mexico is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$252.6 million in stimulus funding for highway and bridge improvements and \$27.7 million for public transit improvements in New Mexico. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-two percent of New Mexico's major roads are in poor or mediocre condition. Driving on roads in need of repair costs New Mexico motorists \$397 million a year in extra vehicle repairs and operating costs – \$291 per motorist.
- Eighteen percent of New Mexico's bridges are structurally deficient or functionally obsolete.
- Nineteen percent of New Mexico's major urban roads are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on New Mexico's highways increased by 62 percent from 1990 to 2008. New Mexico's population grew by 31 percent from 1990 to 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 366 traffic fatalities in 2008 in New Mexico. A total of 2,272 people died on New Mexico's highways from 2004 through 2008.
- New Mexico's traffic fatality rate of 1.39 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost New Mexico \$1.4 billion per year, \$777 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT NEW YORK'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As New York and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in New York, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-three percent of the \$319 billion worth of commodities delivered annually from sites in New York is transported by trucks on the state's highways. An additional 18 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$1.1 billion in stimulus funding for highway and bridge improvements and \$1.2 billion for public transit improvements in New York. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty-seven percent of New York's major roads are in poor or mediocre condition. Driving on roads in need of repair costs New York motorists \$4.6 billion a year in extra vehicle repairs and operating costs – \$403 per motorist.
- Thirty-seven percent of New York's bridges are structurally deficient or functionally obsolete.
- Forty-five percent of New York's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on New York's highways increased by 25 percent from 1990 to 2008. New York's population grew by eight percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,231 traffic fatalities in 2008 inner York. A total of 6,946 people died on New York's highways from 2004 through 2008.
- New York's traffic fatality rate of 0.92 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost New York \$19.5 billion per year, \$1,027 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT NORTH CAROLINA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As North Carolina and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in North Carolina, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Ninety percent of the \$294 billion worth of commodities delivered annually from sites in North Carolina is transported by trucks on the state's highways. An additional five percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$735.5 million in stimulus funding for highway and bridge improvements and \$103.3 million for public transit improvements in North Carolina. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-six percent of North Carolina's major roads are in poor or mediocre condition. Driving on roads in need of repair costs North Carolina motorists \$1.6 billion a year in extra vehicle repairs and operating costs – \$241 per motorist.
- Twenty-eight percent of North Carolina's bridges are structurally deficient or functionally obsolete.
- Fifty-four percent of North Carolina's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on North Carolina's highways increased by 60 percent from 1990 to 2008. North Carolina's population grew by 39 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,433 traffic fatalities in 2008 in North Carolina. A total of 7,783 people died on North Carolina's highways from 2004 through 2008.
- North Carolina's traffic fatality rate of 1.41 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost North Carolina \$8.3 billion per year, \$1,027 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT NORTH DAKOTA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As North Dakota and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in North Dakota, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-nine percent of the \$19 billion worth of commodities delivered annually from sites in North Dakota is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$170.1 million in stimulus funding for highway and bridge improvements and \$11 million for public transit improvements in North Dakota. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-three percent of North Dakota's major roads are in poor or mediocre condition. Driving on roads in need of repair costs North Dakota motorists \$112 million a year in extra vehicle repairs and operating costs – \$237 per motorist.
- Twenty-one percent of North Dakota's bridges are structurally deficient or functionally obsolete.
- Six percent of North Dakota's major urban roads are congested during peak travel times. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on North Dakota's highways increased by 33 percent from 1990 to 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 104 traffic fatalities in 2008 in North Dakota. A total of 549 people died on North Dakota's highways from 2004 through 2008.
- North Dakota's traffic fatality rate of 1.33 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost North Dakota \$290 million per year, \$452 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT OHIO'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Ohio and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Ohio, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-six percent of the \$494 billion worth of commodities delivered annually from sites in Ohio is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$935.7 million in stimulus funding for highway and bridge improvements and \$179.8 million for public transit improvements in Ohio. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-six percent of Ohio's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Ohio motorists \$1.7 billion a year in extra vehicle repairs and operating costs – \$212 per motorist.
- Twenty-four percent of Ohio's bridges are structurally deficient or functionally obsolete.
- Forty-five percent of Ohio's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Ohio's highways increased by 24 percent from 1990 to 2008. Ohio's population grew by six percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,190 traffic fatalities in 2008 in Ohio. A total of 6,290 people died on Ohio's highways from 2004 through 2008.
- Ohio's traffic fatality rate of 1.10 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Ohio \$11 billion per year, \$977 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT OKLAHOMA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Oklahoma and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Oklahoma, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-eight percent of the \$78 billion worth of commodities delivered annually from sites in Oklahoma is transported by trucks on the state's highways. An additional seven percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$464.7 million in stimulus funding for highway and bridge improvements and \$39.2 million for public transit improvements in Oklahoma. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-five percent of Oklahoma's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Oklahoma motorists \$978 million a year in extra vehicle repairs and operating costs – \$425 per motorist.
- Twenty-nine percent of Oklahoma's bridges are structurally deficient or functionally obsolete.
- Twenty-nine percent of Oklahoma's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Oklahoma's highways increased by 44 percent from 1990 to 2008. Oklahoma's population grew by 16 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 749 traffic fatalities in 2008 in Oklahoma. A total of 3,857 people died on Oklahoma's highways from 2004 through 2008.
- Oklahoma's traffic fatality rate of 1.54 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Oklahoma \$2.6 billion per year, \$751 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT OREGON'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Oregon and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Oregon, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-two percent of the \$103 billion worth of commodities delivered annually from sites in Oregon is transported by trucks on the state's highways. An additional 10 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$333.9 million in stimulus funding for highway and bridge improvements and \$75.7 million for public transit improvements in Oregon. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Nineteen percent of Oregon's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Oregon motorists \$495 million a year in extra vehicle repairs and operating costs – \$173 per motorist.
- Twenty-three percent of Oregon's bridges are structurally deficient or functionally obsolete.
- Forty-two percent of Oregon's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Oregon's highways increased by 23 percent from 1990 to 2008. Oregon's population grew by 33 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 416 traffic fatalities in 2008 in Oregon. A total of 2,292 people died on Oregon's highways from 2004 through 2008.
- Oregon's traffic fatality rate of 1.24 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Oregon \$1.9 billion per year, \$569 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT PENNSYLVANIA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Pennsylvania and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Pennsylvania, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-one percent of the \$354 billion worth of commodities delivered annually from sites in Pennsylvania is transported by trucks on the state's highways. An additional 12 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$1 billion in stimulus funding for highway and bridge improvements and \$343.7 million for public transit improvements in Pennsylvania. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty-three percent of Pennsylvania's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Pennsylvania motorists \$2.9 billion a year in extra vehicle repairs and operating costs – \$341 per motorist.
- Forty-four percent of Pennsylvania's bridges are structurally deficient or functionally obsolete.
- Thirty-four percent of Pennsylvania's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Pennsylvania's highways increased by 26 percent from 1990 to 2008. Pennsylvania's population grew by five percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,468 traffic fatalities in 2008 in Pennsylvania. A total of 7,590 people died on Pennsylvania's highways from 2004 through 2008.
- Pennsylvania's traffic fatality rate of 1.36 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Pennsylvania \$8.2 billion per year, \$665 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

***Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.***

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# KEY FACTS ABOUT RHODE ISLAND'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Rhode Island and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Rhode Island, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-nine percent of the \$21 billion worth of commodities delivered annually from sites in Rhode Island is transported by trucks on the state's highways. An additional 24 percent are delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$137.1 million in stimulus funding for highway and bridge improvements and \$29.6 million for public transit improvements in Rhode Island. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Sixty-seven percent of Rhode Island's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Rhode Island motorists \$350 million a year in extra vehicle repairs and operating costs – \$467 per motorist.
- Fifty-four percent of Rhode Island's bridges are structurally deficient or functionally obsolete.
- Thirty-seven percent of Rhode Island's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Rhode Island's highways increased by 20 percent from 1990 to 2008. Rhode Island's population grew by five percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 65 traffic fatalities in 2008 in Rhode Island. A total of 385 people died on Rhode Island's highways from 2004 through 2008.
- Rhode Island's traffic fatality rate of 0.79 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Rhode Island \$767 million per year, \$732 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT SOUTH CAROLINA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As South Carolina and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in South Carolina, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-eight percent of the \$143 billion worth of commodities delivered annually from sites in South Carolina is transported by trucks on the state's highways. An additional four percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$463.1 million in stimulus funding for highway and bridge improvements and \$41.2 million for public transit improvements in South Carolina. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-seven percent of South Carolina's major roads are in poor or mediocre condition. Driving on roads in need of repair costs South Carolina motorists \$811 million a year in extra vehicle repairs and operating costs – \$255 per motorist.
- Twenty-two percent of South Carolina's bridges are structurally deficient or functionally obsolete.
- Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on South Carolina's highways increased by 41 percent from 1990 to 2008. South Carolina's population grew by 28 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 920 traffic fatalities in 2008 in South Carolina. A total of 5,182 people died on South Carolina's highways from 2004 through 2008.
- South Carolina's traffic fatality rate of 1.85 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost South Carolina \$3.3 billion per year, \$831 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT SOUTH DAKOTA SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As South Dakota and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in South Dakota, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty percent of the \$26 billion worth of commodities delivered annually from sites in South Dakota is transported by trucks on the state's highways. An additional 13 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$183 million in stimulus funding for highway and bridge improvements and \$11.3 million for public transit improvements in South Dakota. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-three percent of South Dakota's major roads are in poor or mediocre condition. Driving on roads in need of repair costs South Dakota motorists \$194 million a year in extra vehicle repairs and operating costs – \$324 per motorist.
- Twenty-five percent of South Dakota's bridges are structurally deficient or functionally obsolete.
- Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on South Dakota's highways increased by 25 percent from 1990 to 2008. South Dakota's population grew by 16 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 119 traffic fatalities in 2008 in South Dakota. A total of 839 people died on South Dakota's highways from 2004 through 2008.
- South Dakota's traffic fatality rate of 1.32 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost South Dakota \$492 million per year, \$659 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT TENNESSEE'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Tennessee and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Tennessee, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty percent of the \$287 billion worth of commodities delivered annually from sites in Tennessee is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$572.7 million in stimulus funding for highway and bridge improvements and \$72 million for public transit improvements in Tennessee. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Sixteen percent of Tennessee's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Tennessee motorists \$809 million a year in extra vehicle repairs and operating costs – \$182 per motorist.
- Twenty percent of Tennessee's bridges are structurally deficient or functionally obsolete.
- Forty-three percent of Tennessee's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Tennessee's highways increased by 44 percent from 1990 to 2008. Tennessee's population grew by 27 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,035 traffic fatalities in 2008 in Tennessee. A total of 6,139 people died on Tennessee's highways from 2004 through 2008.
- Tennessee's traffic fatality rate of 1.49 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Tennessee \$4.6 billion per year, \$814 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT TEXAS' SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Texas and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Texas, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-four percent of the \$589 billion worth of commodities delivered annually from sites in Texas is transported by trucks on the state's highways. An additional 11 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$2.2 billion in stimulus funding for highway and bridge improvements and \$374.5 million for public transit improvements in Texas. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-two percent of Texas' major roads are in poor or mediocre condition. Driving on roads in need of repair costs Texas motorists \$5.3 billion a year in extra vehicle repairs and operating costs – \$343 per motorist.
- Eighteen percent of Texas' bridges are structurally deficient or functionally obsolete.
- Forty-seven percent of Texas' major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Texas' highways increased by 47 percent from 1990 to 2008. Texas' population grew by 43 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 3,382 traffic fatalities in 2004 in Texas. A total of 17,614 people died on Texas' highways from 2004 through 2008.
- Texas' traffic fatality rate of 1.44 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Texas \$19.8 billion per year, \$948 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT UTAH'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Utah and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Utah, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-four percent of the \$62 billion worth of commodities delivered annually from sites in Utah is transported by trucks on the state's highways. An additional 13 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$213.5 million in stimulus funding for highway and bridge improvements and \$58 million for public transit improvements in Utah. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Twenty-eight percent of Utah's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Utah motorists \$332 million a year in extra vehicle repairs and operating costs – \$197 per motorist.
- Fifteen percent of Utah's bridges are structurally deficient or functionally obsolete.
- Forty percent of Utah's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Utah's highways increased by 74 percent from 1990 to 2008. Utah's population grew by 59 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 275 traffic fatalities in 2008 in Utah. A total of 1,439 people died on Utah's highways from 2004 through 2008.
- Utah's traffic fatality rate of 1.06 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Utah \$1.6 billion per year, \$714 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT VERMONT'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Vermont and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Vermont, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-seven percent of the \$16 billion worth of commodities delivered annually from sites in Vermont is transported by trucks on the state's highways. An additional 14 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$125.8 million in stimulus funding for highway and bridge improvements and \$5.7 million for public transit improvements in Vermont. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Forty-nine percent of Vermont's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Vermont motorists \$230 million a year in extra vehicle repairs and operating costs – \$424 per motorist.
- Thirty-six percent of Vermont's bridges are structurally deficient or functionally obsolete.
- Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Vermont's highways increased by 26 percent from 1990 to 2008. Vermont's population grew by 10 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 73 traffic fatalities in 2008 in Vermont. A total of 397 people died on Vermont's highways from 2004 through 2008.
- Vermont's traffic fatality rate of 1.00 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Vermont \$221 million per year, \$362 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

***Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.***

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# KEY FACTS ABOUT VIRGINIA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Virginia and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Virginia, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty-four percent of the \$165 billion worth of commodities delivered annually from sites in Virginia is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$694.5 million in stimulus funding for highway and bridge improvements and \$116.1 million for public transit improvements in Virginia. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

## *Current Road and Bridge Conditions, Travel Trends and Traffic Congestion*

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- Twenty-four percent of Virginia's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Virginia motorists \$1.3 billion a year in extra vehicle repairs and operating costs – \$254 per motorist.
- Twenty-six percent of Virginia's bridges are structurally deficient or functionally obsolete.
- Thirty-three percent of Virginia's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Virginia's highways increased by 32 percent from 1990 to 2008. Virginia's population grew by 26 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 824 traffic fatalities in 2008 in Virginia. A total of 4,682 people died on Virginia's highways from 2004 through 2008.
- Virginia's traffic fatality rate of 1.00 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Virginia \$5.2 billion per year, \$735 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S. Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT WASHINGTON'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Washington and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Washington, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Fifty-one percent of the \$177 billion worth of commodities delivered annually from sites in Washington is transported by trucks on the state's highways. An additional 10 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$492.2 million in stimulus funding for highway and bridge improvements and \$179 million for public transit improvements in Washington. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-three percent of Washington's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Washington motorists \$1.3 billion a year in extra vehicle repairs and operating costs – \$272 per motorist.
- Twenty-seven percent of Washington's bridges are structurally deficient or functionally obsolete.
- Twenty-seven percent of Washington's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Washington's highways increased by 22 percent from 1990 to 2008. Washington's population grew by 35 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 521 traffic fatalities in 2008 in Washington. A total of 2,941 people died on Washington's highways from 2004 through 2008.
- Washington's traffic fatality rate of 0.94 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Washington \$5.3 billion per year, \$901 for each resident, in medical costs, lost productivity, travel delay, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT WEST VIRGINIA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As West Virginia and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in West Virginia, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-four percent of the \$38 billion worth of commodities delivered annually from sites in West Virginia is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$210.9 million in stimulus funding for highway and bridge improvements and \$18.7 million for public transit improvements in West Virginia. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-six percent of West Virginia's major roads are in poor or mediocre condition. Driving on roads in need of repair costs West Virginia motorists \$372 million a year in extra vehicle repairs and operating costs – \$273 per motorist.
- Thirty-seven percent of West Virginia's bridges are structurally deficient or functionally obsolete.
- Five percent of West Virginia's major urban roads are congested during peak travel times. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on West Virginia's highways increased by 29 percent from 1990 to 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 380 traffic fatalities in 2008 in West Virginia. A total of 2,006 people died on West Virginia's highways from 2004 through 2008.
- West Virginia's traffic fatality rate of 1.83 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost West Virginia \$1.2 billion per year, \$701 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT WISCONSIN'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Wisconsin and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Wisconsin, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-nine percent of the \$217 billion worth of commodities delivered annually from sites in Wisconsin is transported by trucks on the state's highways. An additional 10 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$529.1 million in stimulus funding for highway and bridge improvements and \$81.6 million for public transit improvements in Wisconsin. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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**a national transportation research group**

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-one percent of Wisconsin's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Wisconsin motorists \$1.1 billion a year in extra vehicle repairs and operating costs – \$281 per motorist.
- Fourteen percent of Wisconsin's bridges are structurally deficient or functionally obsolete.
- Forty-four percent of Wisconsin's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Wisconsin's highways increased by 29 percent from 1990 to 2008. Wisconsin's population grew by 15 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 605 traffic fatalities in 2008 in Wisconsin. A total of 3,692 people died on Wisconsin's highways from 2004 through 2008.
- Wisconsin's traffic fatality rate of 1.05 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.25.
- Motor vehicle crashes cost Wisconsin \$3.8 billion per year, \$700 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

*Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.*

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# KEY FACTS ABOUT WYOMING'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As Wyoming and the nation look to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the state's economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service in Wyoming, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

## *Federal Funding for Our Nation's Surface Transportation System Generates Jobs; Making Needed Highway Improvements Assures Economic Recovery and Growth*

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Forty-seven percent of the \$12 billion worth of commodities delivered annually from sites in Wyoming is transported by trucks on the state's highways. An additional 14 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided approximately \$157.6 million in stimulus funding for highway and bridge improvements and \$9.3 million for public transit improvements in Wyoming. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow the state to proceed with numerous projects needed to modernize its surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Eighteen percent of Wyoming's major roads are in poor or mediocre condition. Driving on roads in need of repair costs Wyoming motorists \$96 million a year in extra vehicle repairs and operating costs – \$236 per motorist.
- Twenty-two percent of Wyoming's bridges are structurally deficient or functionally obsolete.
- Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.
- Vehicle travel on Wyoming's highways increased by 56 percent from 1990 to 2008. Wyoming's population grew by 17 percent between 1990 and 2008.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 159 traffic fatalities in 2008 in Wyoming. A total of 838 people died on Wyoming's highways from 2004 through 2008.
- Wyoming's traffic fatality rate of 1.68 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.25.
- Motor vehicle crashes cost Wyoming \$424 million per year, \$859 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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# KEY FACTS ABOUT AMERICA'S SURFACE TRANSPORTATION SYSTEM AND FEDERAL FUNDING

Updated May 2010

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. But conditions on the system are deteriorating, as the need for transportation improvements far outpaces the amount of funding available. As the nation looks to rebound from the current economic downturn, making needed improvements to roads, bridges and public transit could provide a significant boost to the economy by creating jobs and stimulating long-term economic growth as a result of enhanced mobility and access.

Congress is currently deliberating over a long-range federal surface transportation program, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). SAFETEA-LU was originally set to expire on September 30, 2009. Following a series of short term continuing resolutions, the current program now expires December 31, 2010. The level of funding and the provisions of a future federal surface transportation program will have a significant impact on future highway and bridge conditions and safety as well as the level of transit service, which, in turn, will affect the state's ability to improve its residents' quality of life and enhance economic development opportunities.

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- A U.S. Department of Transportation (USDOT) study concludes that for each \$1 billion of federal spending on highway construction nationwide nearly 28,000 jobs are generated annually.
- The USDOT also found that every dollar invested in the nation's highway system yields \$5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-four percent of the \$8.4 trillion worth of commodities delivered annually from sites in the U.S. is transported by trucks on the state's highways. An additional 12 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Approved in February 2009, the American Recovery and Reinvestment Act provided a total of \$26.8 billion in stimulus funding for highway and bridge improvements and \$7.5 billion for public transit improvements nationwide. This funding can serve as a down payment on needed road, highway, bridge and transit improvements, but it is not sufficient to allow states to proceed with numerous projects needed to modernize their surface transportation system.

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### ***Current Road and Bridge Conditions, Travel Trends and Traffic Congestion***

- Thirty-two percent of America's major roads are in poor or mediocre condition. Driving on roads in need of repair costs U.S. motorists \$67 billion a year in extra vehicle repairs and operating costs – \$324 per motorist.
- Twenty-five percent of America's bridges are structurally deficient or functionally obsolete.
- Forty-four percent of America's major urban highways are congested. Traffic congestion costs American motorists \$78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Vehicle travel on America's highways increased by 36 percent from 1990 to 2008, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.
- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

### ***Roadway Improvements Can Save Lives and Reduce Traffic Crashes***

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 37,261 traffic fatalities in 2008 in the U.S. A total of 207,574 people died on U.S. highways from 2004 through 2008.
- The national traffic fatality rate is 1.25 fatalities per 100 million vehicle miles of travel.
- Motor vehicle crashes cost the U.S. \$230 billion per year, \$819 for each resident, in medical costs, lost productivity, travel delays workplace costs, insurance costs and legal costs.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.
- According to a study conducted by the Federal Highway Administration, \$100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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