

More Projects and PAYCHECKS

Transportation's Summer of Recovery

AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS

AASHTO
THE VOICE OF TRANSPORTATION

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recovery.transportation.org



AT-A-GLANCE

The transportation investment in stimulus is working—and in every state across the nation. More than \$40 billion in highway and transit projects have been approved and are moving forward—almost \$30 billion are under contract on 16,761 different projects. More than 63,000 direct on-project jobs have been created or sustained in August as a result of the American Recovery and Reinvestment Act and states have already paid out \$3.2 billion in payroll.

As of August 31, 2010¹:

Highways and Bridges:

- ◆ Federal Highway Administration has approved 13,077 highway projects totaling \$26.4 billion. Of these projects:
 - Out to bid: 12,739 projects totaling \$25.5 billion
 - Signed contracts: 12,371 projects totaling \$24.7 billion
 - Work underway: 11,978 projects, totaling \$24.1 billion
 - Work completed: 6,154 projects, totaling \$5.4 billion or 21 percent of funds
- ◆ When completed, these funds will improve 35,399 miles of highways, and 1,264 bridges

Transit:

- ◆ Federal Transit Administration has awarded 1,070 grants totaling \$8.8 billion
- ◆ Of the Transit Urban and Rural Formula Grants: FTA awarded \$7.2 billion for 965 grants
 - Out to bid: 4,471 projects totaling \$5.3 billion
 - Contracts signed: 4,400 projects totaling \$5.2 billion
 - Work underway: 4,290 projects totaling \$5.4 billion
 - Work completed: 2,463 projects totaling \$1.4 billion
- ◆ Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grants:
 - FTA awarded 43 grants in 27 states totaling \$100 million
- ◆ Under Transit New States construction:
 - FTA has awarded 11 grants totaling \$743 million

High-Speed Rail and Intercity Passenger Rail Grant Programs:

- ◆ Federal Railroad Administration has approved \$585 million on eight projects

Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants

- ◆ 51 grants awarded for \$1.5 billion
- ◆ US DOT has approved \$213 million approved for 15 projects
- ◆ Construction has begun on seven projects totaling \$133 million

The real story of the American Recovery and Reinvestment Act is about people.

It's about the state DOT employees who worked double time to get projects out the door; it's about the contractors who went right to work on transportation projects that will make a difference in their communities; it's about the mom and pop industries, the small and large businesses, the equipment manufacturers who survived one of the worst economic times in decades all because of the \$48 billion that went to fund transportation projects in the Recovery Act. This report is dedicated to them.

AASHTO gratefully acknowledges the information, state examples, and photos provided by the state departments of transportation and related associations, and the data provided by the House Committee on Transportation and Infrastructure, Federal Highway Administration, and Federal Transit Administration.

¹ Data supplied by the House Transportation and Infrastructure Committee, based on state reporting as of August 31, 2010. Other data from FHWA, FTA, and FRA

Economic Recovery Act: Transportation Benefits Will Last a Lifetime

by John Horsley
AASHTO Executive Director



For the folks in the transportation industry—from the employees at our state departments of transportation, to contractors, construction workers, equipment manufacturers, and transit managers—this has been the summer of recovery. The orange cones have been up across America, bringing with them thousands of jobs and thousands of transportation projects that will improve the mobility of our nation for years to come.

Since signed into law in February 2009, workers and businesses who rely on transportation construction have called the American Recovery and Reinvestment Act “a lifeline.” Although funding for transportation made up only six percent of the stimulus, it has created or sustained thousands of jobs. In August alone, more than 63,000 direct, on-project jobs have been created in the highway and transit sectors—an increase of 53 percent since March. According to data compiled by the House Transportation and Infrastructure Committee, almost 94 percent of stimulus-funded bridge and highway projects nationwide are under contract—an investment that will put \$25.5 billion directly into the economy. More than 6,154 projects have already been completed.

Not only has the Recovery Act created jobs, it has also helped improve our communities. The newly paved I-90 in South Dakota helps freight move more quickly to market. The new two-lane concrete bridge over the Watauga River in Carter County, Tennessee, replaced the one-lane steel structure built in 1941, bringing new life and vitality to this rural area. Arkansas improved 170 miles of roadways at 52 locations across the state with Recovery Act funding—replacing guardrails, pavement markings and shoulders, while creating 315 much-needed jobs. Recovery Act funding has also allowed Florida to begin work on the Tampa to Orlando high-speed rail line.

In an otherwise bleak economic climate, transportation jobs have been a reliable source of income for thousands of American families during the past 19 months, producing billions of dollars in paychecks along the way. The men and women who work for our state departments of transportation have been the key to getting these results—moving quickly to identify and put out to bid more than 17,200 individual projects—and then ensuring that the work being done produces value for the taxpayer dollar.

I am proud of the work that has been accomplished in so short a time through the stimulus. It is critically important for Congress to pass a multi-year, long-term bill by the end of 2010, so the momentum of the recovery continues and the jobs just created can be sustained.

We must keep America moving now and into the future.

Shovels used to break ground for a project in New Mexico.



Transportation's Summer of Recovery— Creating a Climate for Sustained Economic Growth

by Larry L. "Butch" Brown
*AASHTO President and Executive Director,
Mississippi Department of Transportation*

As we look back over the past 19 months, the \$48 billion provided for transportation in the American Recovery and Reinvestment Act (ARRA) has made a meaningful difference to every state in the nation. All of us were able to use these funds to correct some of our most-needed infrastructure deficiencies, whether they were roads, transit, or bridges. Without that infusion of capital and cash, we certainly would have been unable to see the successes we've achieved.



As a result of the Recovery Act, our contractors have been able to hire and retain workers, and our small businesses have been able to purchase new construction equipment and materials. Here in Mississippi, we have been able to undertake a balanced program of new construction and new capacity as well as pavement rehabilitation. All in all, I think the Recovery Act has produced a good infusion of cash, which we have used to create well thought-out and cost-effective projects that have produced meaningful benefits in our communities and rural areas.

One very positive outcome from our work has occurred in the city of Columbus. As a result of an interchange we built there to improve access and connectivity, the city has attracted a new steel mill, and a new Paccar manufacturing plant that builds large truck engines. Similar economic growth has occurred as a result of an interchange we built in Meridian. So we not only saw the needs of our infrastructure being met through stimulus funding, the Recovery Act also helped create the climate for industrial growth and new economic development.

We've learned a lot from the ARRA—that states can put people to work quickly and efficiently, and can build projects that support community needs. It's time to move forward with a long-range, long-term transportation plan, one that gives us more time for planning and implementation as well as the funding we need to realize the projects.

It's important to remember that transportation isn't just about building bridges, smoothing pavement, or keeping transit systems well-oiled and operating. It's also about building communities and it's about building the support system needed by industry—industry that will sustain and grow our economy well into the future.

Newly constructed Paccar manufacturing plant in Columbus, Mississippi.





CHAPTER ONE

Making a Difference—

Transportation's Summer of Economic Recovery

This summer, the orange cones have been out on highways and bridges across the country, a visible symbol of the American Recovery and Reinvestment Act at work. Although accounting for only six percent of the total funding included in the stimulus, the \$48 billion targeted at the nation's highways, transit systems, intercity passenger rail, and aviation networks have borne rich fruit, both in creating good jobs for tens of thousands of Americans and in updating an aging transportation system.

Transportation's "Summer of Recovery" is making a difference in America. Virtually every city, county and state across the United States has been touched—either directly by projects in their neighborhoods or by providing jobs that wouldn't have existed without the program. With more than 16,200 highway and transit projects underway, states are pumping billions of dollars into the economy during the peak summer construction season.

Chris Schnitzler is a worker on the U.S. 27 widening project in Campbell County, Kentucky.



Generating True Economic Recovery

"You can't drive very far in Oklahoma that you don't run into a project that is either under construction or recently completed," said Gary Ridley, Oklahoma's secretary of transportation. The stimulus "gave us an 80 percent increase in annual federal funding—almost two years worth of funding in one year."

According to Mark Zandi, chief economist for Moody's Analytics, the Recovery Act packed a "very large economic punch. It made for good economic policy. It has been instrumental in bringing an end to the recession as quickly as it occurred. I think it was just a magnificent accomplishment."

In Ohio, a record number of construction workers—nearly 9,500 across the state—were on stimulus-funded transportation projects in July. Ohio reports that this is the largest single-month report for the state since





President Obama celebrates the 10,000th Recovery project in Columbus, Ohio.

Recovery Act projects began in mid-2009. Summer payroll has exceeded projections, with nearly \$35 million in paychecks written in just a three-month period (June–August). For Ohio's contractors, the state is averaging payouts of nearly \$10 million each week in stimulus funds alone (close to \$50 million when the state's regular funding is included). Most of the stimulus work has been on highway and bridge construction projects, as well as for new state investments in railroad connections and water ports along Lake Erie and the Ohio River.

In Oklahoma, almost 2.5 million labor hours have been worked on projects across the state. In Washington State, \$500 million in ARRA funding "saved a lot of jobs and kept our contractors working," said Paula Hammond, secretary of the Department of Transportation.

Creating Value for the Dollar

Transportation's success in bringing needed employment to tens of thousands of workers

and some degree of financial stability for their families is only matched by the repair, rehabilitation, and renewal of thousands of dilapidated bridges and highways, and aging transit systems.

Michael Grunwald, reporting in *Time* magazine said, "It may not be as exciting as New Deal projects like Skyline Drive, but repairing battered roads (which cause congestion, damage cars and reduce fuel efficiency) and improving public transit happen to be good public policy."

Nevada's Department of Transportation has funded much-needed highway projects in all of the state's 17 counties. "With almost 70 projects underway statewide and \$201 million being infused into our economy, this was truly a shot-in-the-arm to our state," said Susan Martinovich, AASHTO vice president and director, Nevada Department of Transportation.

In California, the historic Chester Avenue Bridge—first opened in 1957 in Bakersfield—

"To create Ohio jobs and rebuild our economy from the ground up, we made the largest commitment in our history to improving Ohio's infrastructure this year."

— Ted Strickland, Ohio Governor

Moving America Forward

- ◆ 63,137 direct, on-project jobs in August 2010 alone—up 53 percent since March 2010
- ◆ 16,268 individual highway and transit projects underway
- ◆ Payroll since work began: \$3.2 billion, generating \$780 million in federal taxes
- ◆ Before funding ends, 35,000 miles of pavement and 1,200+ bridges are expected to be replaced, or newly constructed



Worker at the site of the Chester Avenue Bridge reconstruction in California.

will be completely replaced with funds from the Recovery Act. Not only will bridge have new safety features and ease congestion, it will also protect the historic Padre Garces statue, an important historical landmark.

Seeing Returns on the Transportation Investment

Not only has the Recovery Act generated jobs, it is also bringing money back into the U.S. Treasury through federal income and business taxes. Moody's Zandi notes that about forty cents of every dollar spent is returned to the taxpayers. In addition, billions of dollars are now circulating throughout the economy as the ripple effect of the Recovery Act continues through the fall of 2010. Workers are using their paychecks to buy groceries and pay bills, and companies are buying more fuel for their equipment.

Scott Gillen, a construction manager with Upper Plains Contracting, Inc. in South Dakota said, "We definitely spend a lot more money on fuel, food, and hotels when we are out of town working on these projects. A lot of our stimulus money does make it back into the economy."

"The American Recovery and Reinvestment Act invested more than \$1.2 billion in Pennsylvania highway, bridge, and transit projects," said Pennsylvania Governor Edward Rendell. "We put thousands of Pennsylvanians back to work and put money in their pockets. Instead of being jobless, they were working to build up

Pennsylvania and America. And the fruits of their labors delivered better transportation for people across the state now and for generations to come. Infrastructure investment is one of the best job creators we have and the Recovery Act continues to be a tremendous all-around win."

The ripple effect continues: The National Asphalt Pavement Association saw the production of asphalt mix drop from a high of 550 million tons in 2004 to just 362 million in 2009. And that number could have been 75 million tons lower in 2009 had it not been for ARRA.

"Had it not been for the infrastructure investments included in the stimulus, tens of thousands of construction workers would be unemployed and hundreds of construction firms would be out of business today," said Ted Aadland, CEO of Oregon-based Aadland Evans Contractors and president of the Associated General Contractors of America. "Instead, the stimulus has saved jobs, allowed businesses to survive and financed vital new highway and transit projects that will benefit our economy for years to come."



Vice President Joe Biden (left) and Pennsylvania Governor Ed Rendell at the Spring Road Bridge reconstruction project.

"About forty cents of every (transportation) dollar spent is returned to the taxpayers."

- Mark Zandi, Chief Economist for Moody's Analytics

"I've always said that the two biggest positives of the ARRA funds were putting people to work and getting a great investment in providing much-needed infrastructure for our state's future."

- Susan Martinovich, AASHTO Vice President and Director, Nevada Department of Transportation

Focusing on Results

Since ARRA was signed into law on February 17, 2009, federal agencies and state departments of transportation moved quickly to get projects

How ARRA Projects Move Through the Pipeline—One Arizona Story

- ◆ Arizona submits a project using ARRA funding to the Federal Highway Administration.
- ◆ The project will reconstruct and add lanes as well as quiet rubberized asphalt along Interstate 10 within the city of Goodyear and the town of Buckeye, just west of Phoenix.
- ◆ After review, FHWA concurs that the project meets the ARRA criteria and “obligates” or approves \$21.8 million.
- ◆ Arizona puts the project out to bid.
- ◆ Fisher Sand and Gravel construction is awarded the job.
- ◆ More than 50 workers begin construction in September 2009 (the final project is expected to be completed in Spring 2011).
- ◆ Arizona pays the contractor and is then reimbursed by FHWA up to the “obligated” or approved amount.
- ◆ ARRA funding allowed Arizona DOT to fund the project 10 years earlier than originally scheduled.
- ◆ When completed, the result: Commuters, transit users, truck drivers, tourists and others who use that stretch of highway will see smoother, safer, and less congested rides.



Crews remove old asphalt pavement as part of a \$22 million Recovery Act project to reconstruct and widen a busy section of Interstate 10 in Arizona.

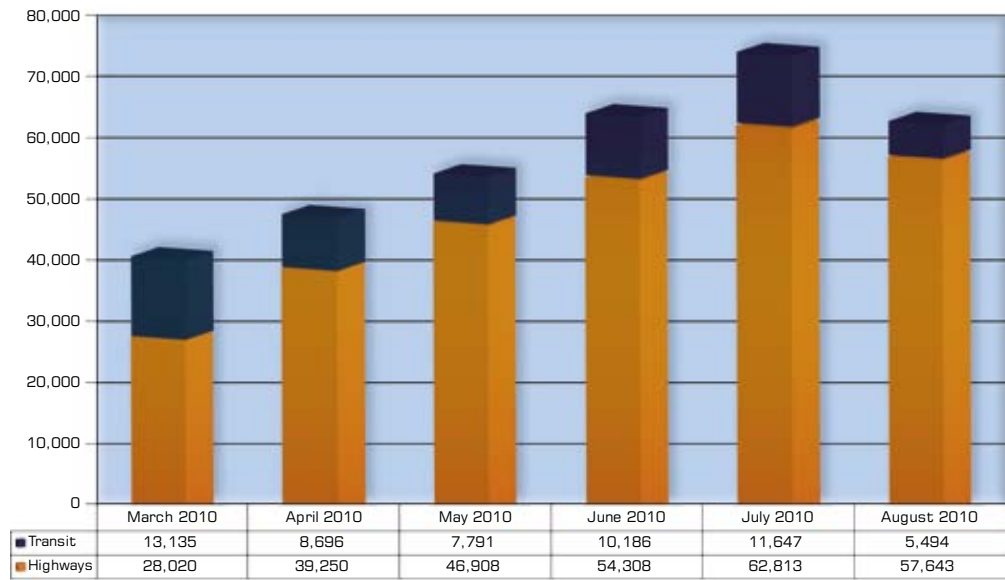
Transportation Dollars Included in the Recovery Act: \$48 billion

- ◆ \$27.5 billion for highways and bridges
- ◆ \$8.4 billion for transit
- ◆ \$9.3 billion for high-speed and intercity passenger rail
- ◆ \$1.5 billion for competitive surface transportation grants (TIGER)
- ◆ \$1.1 billion for aviation
- ◆ \$100 million for small shipyard grants

THIS SUMMER'S RECOVERY PROJECTS MAKE A DIFFERENCE =

Less congestion, safer roads, bridges, and transit systems, smoother rides, improved environment, and jobs, jobs, jobs.

**Transportation Construction Jobs Funded by ARRA—Breakdown by Mode
March–August 2010**



Totals for the 50 States, Washington, DC, and Puerto Rico
Source: House Transportation & Infrastructure Committee

out the door. As of August 31, six states had 100 percent of their projects under contract; 12 states had 100 percent of their projects out to bid.

Overall, the Federal Highway Administration has approved 13,077 highway and bridge projects totaling \$26.4 billion. Of these, more than 12,740 projects are either out to bid, have signed contracts, or construction is underway. Work has already been completed on 6,154 projects totaling \$5.4 billion or about 20 percent of the funds available.

When these projects are completed, significant work will have been accomplished to repair aging bridges and beat-up pavements. The House T&I Committee estimates that the Recovery Act funds will improve at least 35,000 miles of highway and 1,200 bridges.

Needed transit projects are also moving forward. More than 4,470 projects totaling \$5.3 billion are either out to bid, under contract or

are under construction. Work has been completed on 2,463 projects totaling \$1.4 billion.

As a guest blogger on fastlane.dot.gov, Victor Mendez, FHWA Administration, wrote, “We have six times more Recovery projects underway this summer than we did last summer. And we’re going to improve more than 30,000 miles of highway this summer. That’s three times as many miles as we improved last summer and enough to make 10 trips across the country.”

Gary Girón, New Mexico’s secretary of transportation, noted the “trickle down” economic impact in his state. A \$15 million project to reconstruct the I-40/Paseo del Volcan interchange in Albuquerque’s growing west side put 150 people to work, generating over \$1.7 million in payroll. “Not only did those working for our contractor, Mountain States Constructors, benefit, but so did the subcontractors—truckers were employed to haul material, asphalt companies were hired to provide material—extending the benefits far beyond those 150 employees.”

Girón said the project is reducing congestion in an area where the population is expected to double in the next 15 years. “So our investment is not only improving our infrastructure,” Girón said, “it’s also giving time back for people to enjoy with their families and friends.”

New road leading to Paseo del Volcan in New Mexico being constructed.



In California, workers are building the \$420 million Caldecott Fourth Bore Project, designed to eliminate a long-standing bottleneck on State Route 24 between Oakland and eastern Contra Costa County by building a fourth tunnel bore to accommodate the growth in traffic since the third bore was built in 1964. The project was allocated more than \$197 million from the Recovery Act, making it California's largest Recovery Act project.

California has obligated nearly \$2.5 billion in Recovery Act funding to 946 highway, local street, and job training transportation projects statewide.

"The Caldecott Tunnel Fourth Bore project is a shining example of how the Recovery Act is creating jobs and putting Californians back to work," said California Recovery Task Force Director Rick Rice. "This project represents the best of the Recovery Act as it is providing new opportunities for Californians to get back into the workforce. This project is well on its way to alleviating traffic congestion and improving California's infrastructure."

While much of the work is related to physical construction activities, the project also has created work for an array of engineers and small business owners. The project was awarded to Tutor-Saliba Corporation in November 2009. Construction began February 2010. The tunnel is scheduled for completion in late 2013 or early 2014.

"It's exciting to see how Recovery Act projects put our contractors back to work," said Caltrans Director Cindy McKim. "This project is one of the best examples in the nation of the economic stimulus plan doing what it is designed to do: improve our vital infrastructure and provide good quality jobs. We are thankful that the stimulus funds were there to kick-start this project."



A tunnel boring machine begins work on the \$420 million Caldecott Tunnel project in February.



Golden State Freeway ground-breaking, September 2010.

In September, Caltrans broke ground on a \$140.2 million project on the I-5, Golden State Freeway that will ease traffic congestion and improve air quality in the San Fernando Valley. The project is partially financed (\$31.2 million) by the Recovery Act. An additional \$25.2 million came from Proposition 1B, a transportation bond approved by California voters in 2006.

The project will build nearly seven miles (3.4 miles in each direction) of new bus/carpool lanes on the Golden State Freeway between the Ronald Reagan Freeway (SR-118) and the Hollywood Freeway (SR-170). It will also reconstruct the connector to provide a direct bus/carpool lane connector between I-5 and SR-170, replace sections of concrete pavement, and widen four undercrossings. The project is expected to be completed by Spring 2015. The contractor is Flatiron West.

"I-5 is the backbone of the state's freeway system and an important part of our economy," said Caltrans District 7 Director Mike Miles. "The improvements we're undertaking now will benefit residents, commuters, commercial vehicles, and California as a whole by improving mobility in this important corridor."

Interstate 5 in the San Fernando Valley is one of Southern California's busiest, with an average daily traffic volume that can exceed 300,000. Carpool lanes carry two to three times more people at peak traffic hours than conventional lanes and typically save motorists about a minute per mile. Currently, there are 492 miles of bus/carpool lanes in Los Angeles County, about 34 percent of all such lanes in the state.

Michigan officials unveil Recovery Act sign at site of the I-84 widening project.



CHAPTER TWO

Building America, Putting People Back to Work

Twenty percent of the transportation work being done this year by the Golden Triangle Construction Company in Pennsylvania comes as a direct result of the Recovery Act. Pike Industries in New Hampshire created 150 new positions instead of laying-off the same number of workers because business from stimulus projects this summer has been so good. Managers at AIM Engineering in Florida were able to hire new workers to meet the demand of work generated by a new ARRA project in Pasco County.

For many families and small businesses across the country, the Recovery Act has meant all the difference this summer. Payrolls are being met and family finances are stabilizing because of the transportation funding coming from ARRA. From March through August 2010, the transportation construction jobs funded through ARRA increased 53 percent. Projects totaling \$29.5 billion are under construction during these peak summer months.

The benefits run deep—not only is the economy getting stronger, states are completing much-needed projects that had been shelved for years because they had no way to pay for them. The result—good projects that will improve the safety, reliability and effectiveness of our transportation system.

Vernon Yazzie and Regina Edison understand the benefits. Employees of Skanska USA in New Mexico, they are both working as a direct result of a stimulus project to expand U.S. 491.

For the first time in 15 years, Yazzie was laid off by Skanska in September 2009 because his company didn't have any work for him. In March, however, the company was able to hire him back as a carpenter once the stimulus projects began rolling out. "I have four kids to support," Yazzie said. "I actually now work with one of my sons on this job. He is part of an apprenticeship program that they created so this has worked out good for all of us."





Left: New Mexico Gov. Bill Richardson, middle, NMDOT Secretary Gary Girón, left, and other dignitaries break ground on U.S. 491, near Shiprock, New Mexico.



Right: Vernon Yazzie had been laid-off for six months before his company began work on the U.S. 491 project in New Mexico and was able to rehire him.



Left: Regina Edison is a traffic control supervisor working on the U.S. 491 project.



Right: Natalie Newgent will have a steady job for the next several years after being hired by Atkinson Construction to work on the Interstate 405 project in Washington State.

Regina Edison had also been out of work since last September when Skanska had to lay her off. In March, she too was rehired. “I started as a flagger but I am now certified as a traffic control supervisor,” Edison said. “This has helped my family out a lot financially. I can support my kids with the wages I’m earning and the job is close to home.”

Natalie Newgent was able to get a job with Atkinson Construction in Washington State in March of this year, right at the beginning of the busy construction season. Her company began work on the Interstate 405 project, which received Recovery Act funds.

“Before I got this job, it was pretty slow. I was working as an EMT just trying to make it,” Newgent said. “Then Atkinson started hiring and it’s nice because I know I have a steady job for the next couple years. With the economy the way it was, nobody was hiring. A lot

of people were out of work or were taking second jobs just so they could make their mortgage payments.”

Offering New Opportunities

Many states are helping to bring new companies and workers into the transportation construction industry through goals for hiring Disadvantaged Business Enterprise (DBE) firms. The U.S. DOT program helps small, disadvantaged business enterprises participate in federally funded transportation-related projects. To be certified as a DBE, a firm must be a small business owned and controlled by socially and economically disadvantaged individuals, specifically African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent Asian Americans, and women.

A Wisconsin program called Transportation Alliance for New Solutions is a public-private

partnership that trains people with no previous experience for construction jobs. On the I-94 North-South Freeway project—the largest ever undertaken in Wisconsin—the Zignego Construction Company worked with six different DBE subcontractors as well as laborers from the Alliance on the County Highway G interchange as part of the overall project.

Jalisco International is the prime contractor on a \$37 million Recovery Act project along I-25 in the heart of Denver, one of Colorado's busiest interstates. The firm is also a DBE and has committed to a DBE goal of 30 percent. Jalisco estimates the ARRA project will support nearly half of its income during the next two years, securing jobs for one-third of its workforce. In addition, five of the other 40 subcontractors on the project are DBE companies.

A Lifeline for American Workers and American Businesses

Businesses and workers in the construction industry certainly have taken the brunt of the recession. Transportation workers, who often depend on seasonal work even in the best of times, may find themselves going a long time between jobs and struggling to scrape by when the economy takes a downturn.

“Before we started getting stimulus money, we were only working a few days a week and work was pretty short,” said Dyral Barber, an asphalt foreman with Milestone Construction in Indiana. “We are a seasonal industry and before we got stimulus projects, a lot of guys weren't getting called in to do jobs and were basically on unemployment.”

Greg Mobley, a concrete superintendent at Milestone said, “Last year I didn't work until June, but this year the stimulus money started coming in a lot earlier and the jobs have been steady all summer.” Mobley has worked on

“My company only does road and highway work so the stimulus is providing almost all of the work that we have. The private work is all gone. Most of the company's revenues this year came from Indiana DOT.”

– Greg Mobley, Superintendent, Milestone Construction



Michigan worker on Interstate 96 Bridge repair project in Detroit.

three separate Recovery Act-funded jobs that have provided him with more than two months of work.

For these men and women, it boils down to an issue of quality of life. “Before this job, I was working seven days a week and had to be really strict about budgeting and my wife had to work more hours,” said Bernard Poston, a laborer with Golden Triangle Construction who is currently working as an apprentice on a job repaving Highway 910 in Allegheny County, Pennsylvania. “The stimulus created a position for me to make decent money and has given me more free time to spend with my wife and kids. I am thankful for it because I was previously working a dead-end job and had no money to support my family.”

Filling the Gap at Just the Right Time

Those who managed to stay employed in the transportation sector since the recession began were barely hanging on before the stimulus bill was passed last year and new work began to pour in. This summer, construction workers have been busy working on Recovery Act projects that are now taking the place of jobs in residential and commercial construction that have disappeared in the current economy.

The largest ARRA project in Tennessee, located in Sevier County along Highway 66, was under construction this summer. As a result of this one project, the contractor, Charles Blalock &

Sons, was able to keep several employees on the payroll. Since the project began, 89 workers with Blalock have been on the job, along with 152 workers from 16 subcontractors and 53 employees with vendors connected to the project.

“Without stimulus money, we’d be in a world of hurt,” said Mobley.

Luke Campbell, a heavy equipment contractor, agrees. “The stimulus filled in where the private work had been because there has been almost none of that this year.”

With the wages earned through Recovery Act projects, workers are also spending their money and feeding it back into the economy. The House T&I Committee reports that more than \$780 million in taxes have been paid into the Federal treasury as of the end of August by transportation construction workers on highway, transit, and water infrastructure projects funded by the Recovery Act.

Campbell said that two men on his crew recently were able to buy houses because of the steady income they received through stimulus projects. Bernard Poston said that since he got his current job he has been able to remodel his house.

And it’s not just the laborers who are affected when construction companies can’t find enough work. No employees are safe when their company is desperate to save money to cover the gap that was created when residential and commercial work disappeared and state DOT budgets shrunk.

“We would’ve probably lost half of our 130 employees without the stimulus,” said Joe McGee, president of Joe McGee Construction in Mississippi. “It would’ve affected every facet of our business from estimating to general labor—a cut like that affects everyone.”

Companies Retaining More Workers

State departments of transportation and companies in the private sector were forced to slash their budgets as revenues and funding dried up. As a result, the number of available construction projects plummeted. Without the stimulus



Top: The Michigan DOT is widening M-84 and rebuilding its interchange with Interstate 75 as part of a \$35 million project.

Bottom: Worker stands by machines used on the Nelsonville Bypass project in Ohio.

“The Recovery Act of 2009 came at a critical time because 2008 was a very lean year for our commonwealth and our highway construction industry. With \$421 million of stimulus funding, the Kentucky Transportation Cabinet was able to roughly double construction, avoiding a second straight lean year that many of our contractors would not have survived.”

— Mike Hancock, Kentucky Secretary



The crew working on the State Highway 62 project in Colorado having fun.

bill to offset some of the losses, thousands more construction workers would have found themselves without jobs.

Brian Burgett, president of Kokosing Construction in Cleveland, Ohio, said that the Recovery Act provided employment for 20 percent of his company's workforce and that without it those people wouldn't have had jobs nor would his company have been buying new equipment.

Kokosing Construction was not the only company that had such an experience. Christian Zimmer, president of Pike Industries in Belmont, New Hampshire, said the stimulus bill allowed his company to hire 150 workers in addition to preventing layoffs. He also said that 30 percent of the company's revenue has come from Recovery Act jobs.

In Tennessee, Allen Blalock, vice president of Charles Blalock & Sons, Inc., said, "The stimulus has definitely helped. We were able to retain between 30-50 workers because of the projects we worked on this summer. Without it, we would've had a lot less work and probably would've needed to lay some people off."

Nearly 70 workers were rehired or had their jobs saved when Joe McGee Construction won the bids for four Recovery Act projects. "The effect the stimulus had on us was it allowed us to keep people, our number one priority," McGee said. "We had laid off 28 people before the stimulus came up, but then we picked up four projects and we were able to hire them back and have retained a lot of jobs. It gave us the stability we need and we are even backlogged with work into the winter."

Every job counts. On the U.S. 41 widening project in Pasco County, Florida, AIM engineering created two new jobs and retained seven more workers since they began construction.

"Recently the department approved new hiring because the workload on this project is significant and we need more help," said Tom Deer, CEI division manager for AIM Engineering. "These are people from the construction industry that need work and are experienced so they can help us immediately. These are temporary positions, but a good chance for people to find work while construction jobs are down."

The Fort Duquense Bridge in Pennsylvania was improved as part of a \$23 million project.



CHAPTER THREE

Projects with Lasting Results

In 1941, a young Tennessean named Bill Allen watched as the state built a one-lane, steel truss bridge over the Watauga River near his home in the Siam community of Carter County. Sixty-nine years later, Allen watched again—this time with his son John and four grandchildren, Governor Phil Bredesen and other dignitaries—as a new, two-lane concrete bridge was opened to replace it.

The \$1.55 million project was funded by the Recovery Act. The new bridge eliminated dangerous curves drivers had to negotiate while saving the county government more than \$300,000 in matching funds normally needed for these types of projects. Bill's son John worked on the bridge. "I am grateful not only for the work this project provided for my household and my community, but for the bridge that we will use for travel for generations to come."

Although the goal of the Recovery Act was to help jump-start the economy by spending money on infrastructure projects, it has also helped rebuild America. With no matching funding requirement (normally federally funded projects require some local match), Recovery Act funds have helped supplement the dwindling budgets of state DOTs, allowing them to move forward on maintenance, bridge, and other critical projects that have been on the backburner for years.

"The projects we are doing and the money that is being spent isn't going to waste. These projects are all important and are meeting infrastructure needs," said Chuck Niederriter, owner of Golden Triangle Construction. "The bridges in Pennsylvania are really bad and we have worked on bridge projects, but there are always more that need repair."

"Progress Zones"

Work is progressing across the country, with more than 16,200 projects of every description underway this summer. Many either have been or will be completed by the end of the year; others will continue on into 2011. The orange cones are everywhere as workers attack aging bridges,





Officials in Tennessee at ribbon-cutting ceremony for Carter County Bridge.

refurbish pavement, build interchanges, replace track, or upgrade buses and rail cars.

“Looking down at Eugene, it was like looking at a bowl of candy corn, there were so many orange cones around,” Bob Welch, columnist for the Eugene, Oregon, *Register Guard*, said recently.

Oklahoma’s Transportation Secretary, Gary Ridley, calls these work zones “progress zones.” “Our progress zones are all across the state and you would think that people would be complaining about them, because it slows them up, and makes their travel difficult at times. But I want to tell you that people are tickled to death everywhere I go. If we are targeting areas that the road user sees are in a state of bad repair, then they really appreciate the work.”

Ridley points to the \$75 million reconstruction of two sections of Tulsa’s Inner Loop as an example. Despite the fact that workers had to completely shut down one side of the Interstate

at a time, right in the heart of Tulsa, Ridley said, “I have not received one call either from the city or from the public because of difficulties we have given the driver because of reconstruction.” He added that without Recovery Act funds, the project would have been delayed six to eight years.

Generally, state DOTs have used Recovery Act funds to pay for critical widening and preservation projects, bridge replacements, congestion relief, improved safety, and environmental enhancements. Improvements have also been made to critical freight corridors and work has begun on efforts to bring high-speed and inter-city passenger rail to areas across America.



The single largest Recovery Act project in Oklahoma, the Tulsa Inner Dispersal Loop project, will replace the decks on 40 bridges.



The Spring Road Bridge in Pennsylvania was originally constructed in 1930 and badly in need of replacement.
© Charles Armstrong

Charles Armstrong



Workers take soil borings along high-speed rail route in Florida.

Building High-Speed and Intercity Passenger Rail for the Future

In Florida, \$1.25 billion of the \$8 billion allocated to fund high-speed rail in the Recovery Act is already at work. Of the effort to bring passenger rail to the Orlando - Tampa corridor, Governor Charlie Crist said, "Florida is uniquely positioned to bring life to the 'vision of high-speed rail in America' by starting HSR express service in 2015 in the heart of America's most popular family tourist destination and showcasing this technology and its benefits to tens of millions of Americans each year."

Soil borings and property surveys are underway, creating several hundred job opportunities, according to Kevin Thibault, executive director of the Florida Rail Enterprise. The design-build project along the I-4 corridor has a 2015 target date. "Ridership surveys tell us to expect two million riders in the first full year," Thibault said. "This will offer a shift in thinking to move people by a different way of transportation."

"This agreement is a big step toward putting construction crews, engineers and others to work improving our state's railways. Investing in our transportation infrastructure will help create family wage jobs and will provide the foundation necessary to ensure strong, long-term economic growth throughout the region."

- U.S. Senator Patty Murray

In South Dakota, the Interstate 90 paving project was one of the largest Recovery Act concrete paving projects in the country.

Recovery Act funds are also enabling the Washington State Department of Transportation and BNSF Railway to add two additional daily round trips on Amtrak's Cascades route between Seattle and Portland. The funds will

allow for improvements that will reduce travel times, improve on-time performance and relieve rail main-line congestion by improving the tracks.

Preserving What We Have

One of the largest concrete-paving projects in the country was completed on I-90 between White Lake and Mount Vernon, South Dakota, this year with ARRA funding. Quality was the hallmark of this 22-mile project, which required precision sequencing among the contractor, subcontractor, and South Dakota Department of Transportation. More than 142,000 tons of crushed concrete from the 42-year-old roadway were recycled as a gravel cushion for the new pavement. Another 8,200 tons of old asphalt were recycled for use in building the shoulders, increasing its environmental value.

Harvey Michlitsch, a construction manager with Upper Plains Contracting, Inc., the prime contractor on the South Dakota I-90 paving project, said the Recovery Act "allowed us to retain the employees we had and keep our equipment on projects."

The Arkansas State Highway and Transportation Department is using the bulk of its \$351 million in Recovery Act funding to improve aging and troublesome pavement. By resurfacing hundreds of miles across the state with an



asphalt overlay and improved drainage, the rehabilitation program will significantly extend the service life of many state roads while widening shoulders and replacing guardrails for increased driver safety.

The heavily traveled I-95 corridor in southern Rhode Island is getting a facelift thanks to \$9.3 million in Recovery Act funding. New safety measures, such as flexible delineators, rumble strips, and sloped edges will provide a safer riding surface for vehicles and motorcycles. This area was last resurfaced in the 1980s.

Replacing Aging Bridges

Bridge replacement is a primary focus of Recovery Act funding for the Pennsylvania Department of Transportation. Among the many projects underway or already completed is an effort to rehabilitate and paint the I-95 Girard Bridge over the Schuylkill River in Philadelphia. Contractors from Ohio, Maryland, and Pennsylvania are already at work on the \$70.3 million project that will extend the life, aesthetics, and ride quality of the double-deck, 18-span steel truss bridge.

In Detroit, Michigan, 10 bridges along I-96 will be the scene of major work throughout the fall. The \$16 million investment with Recovery Act funds began in late July and will replace decks and resurface all driving surfaces.

Relieving Congestion

A busy commercial corridor on New Hampshire 12A near the Connecticut River and the Vermont state line will be reconstructed and widened using Recovery Act funds. As part of the project, several bridges along I-89 will be demolished and new, longer bridges will be

rebuilt. The funding also freed-up state monies that can now go toward the construction of 35 local road and bridge projects, including 19 bridges on the Municipal Red List.

Massachusetts is also using some of its Recovery Act money to relieve congestion—and to bolster economic development. A new interchange in Freetown will provide access to the new Fall River Executive Park.

Kentucky is using \$18 million to repave a three-mile section of I-65, considered the most heavily traveled in the state. “Revive 65” will address significant cracking in the pavement. According to Secretary of Transportation Mike Hancock, “Without stimulus funding, we would have been limited to piecemeal repairs, probably over many years, with crews repeatedly being sent out to work on a roadway that carries 186,000 vehicles a day.”

Moving Freight

The Recovery Act enabled New Mexico to complete the final segment of a massive project to improve one of the busiest east-west commercial freight corridors in the Southwest. The \$36.2 million project along I-10 from the Texas state line to Las Cruces will include the installation of median cable barriers and noise walls, and added road capacity for the more efficient movement of commercial traffic through the area.

Ohio’s Department of Transportation is investing up to \$150 million to complete the final eight miles of the U.S. Route 33 bypass around the town of Nelsonville. U.S. 33 carries more than 1,700 trucks a day from Columbus to West Virginia, making it the eighth busiest truck route in Ohio. The new four-lane

“The way the Recovery Act has given money to individual states has allowed workers to take pride in their projects by bettering our roads. Traffic is terrible every single day at the interchange we are working on and it’s clear that this project was really needed to improve traffic.”

– Natalie Newgent, an operator for Atkinson Construction, Washington state



Left: Ten bridges on Interstate 96 in Detroit received new driving surfaces because of the Recovery Act.

Right: The “Revive 65” project in Kentucky involved the replacement of asphalt concrete with pavement on Interstate 65.

roadway will replace the two-lane road that currently runs through Nelsonville. The project is the last segment to be completed in the important freight corridor.

Enhancing the Environment and the Livability of Our Communities

Twenty miles of biking and walking paths were resurfaced in Hernando County, Florida, through Recovery Act funding. The Florida Suncoast Trail parallels the Suncoast Parkway



Family enjoying a bike ride along a dedicated path.

Work on the Suncoast Trail project in Florida allowed the primary contractor, Ajax Paving, to increase the hours of its workers.



and is heavily used by local communities for walking, biking and other recreational activities. In a separate project, Florida added a 12-foot-wide path for biking and walking as part of a widening project along U.S. 41 in Pasco County.

In Oklahoma, 46 projects were funded for about \$16 million to help small communities comply with sidewalk requirements under the Americans with Disabilities Act. Not only will the projects improve livability in these towns, they will also enable future transportation and economic investments to occur.

Putting the TIGER in Transportation

The American Recovery and Reinvestment Act included \$1.5 billion for competitive discretionary Transportation Investment Generating Economic Recovery grants, known as TIGER grants. More than 1,400 applications totaling \$60 billion worth of projects were submitted to the USDOT from the states, District of Columbia and territories. Fifty-one projects were selected, and, as of the end of August, \$213 million has been approved for 15 projects. Construction has begun on seven projects totaling \$133 million.

South Dakota in September broke ground on a \$28.6 million TIGER-funded, 15.5 mile highway project on U.S. 18, from Pine Ridge to Oglala. Darin Bergquist, South Dakota Department of Transportation secretary, said “This is an important project that will save lives by improving the quality and safety of this highway. It will also have a significant impact on the economy by creating 153 jobs in an area where unemployment is about 80 percent.”

In New Mexico, the Navajo Nation was awarded \$31 million through TIGER to continue reconstruction of U.S. 491 in McKinley and San Juan counties. New Mexico Transportation Secretary Gary L.J. Girón said, “Completing the work along the corridor will provide these citizens with jobs now, a safe and efficient transportation upgrade for the future, and long-term economic benefits.”

“The stimulus money that went toward infrastructure has been great because it has been so beneficial to the community. We need to keep spending money on things that matter. This is an investment in the future and is something that will continue to pay big dividends.”

– Allen Blalock, Vice President, Blalock & Sons, Tennessee



Left: The Missouri DOT replaced more than 300 rural transit vehicles using Recovery Act funds.

Right: Hybrid bus being used for rural transit in Michigan. Photo courtesy of Charlevoix Transit.

Improving Transit Systems

The Michigan Department of Transportation supplied Recovery Act funding to rural transit agencies for energy audits of their existing transit facilities and to implement energy improvements at selected sites. The state DOT also worked with the Michigan Department of Technology, Management and Budget to issue a \$5.6 million contract for up to 50 small hybrid buses, which will improve fuel economy and reduce maintenance costs and greenhouse gas emissions. These “green” buses are also “homegrown”—the systems are manufactured by Azure Dynamics in Oak Park, Michigan; the battery packs by Cobasys in Lake Orion, Michigan; and a future-use lithium battery will be made in a new Johnson Controls, Inc. plant in Holland, Michigan. The first hybrid bus using ARRA funds was delivered to the

Charlevoix County transit agency in July 2010 and will soon be operating as part of the county’s transit system on Beaver Island.

The Oregon Transportation Commission invested \$125.8 million in public transit across the state. More than 20 counties saw transit improvements, including 51 new passenger shelters; 38 bus security cameras; 36 communications radios; 22 new or repaired facilities; 150 new bus signs; and 95 new vehicles. “Rural transit partners provide a lifeline for many people, allowing them to remain independent by offering fixed route, intercity and dial-a-ride services,” said ODOT Director Matthew Garrett. “The Recovery Act funds allowed us to make major improvements that will make using transit more efficient, convenient, safer, and more comfortable.”



APPENDIX **States Put Funds to Work**

For examples of how states are putting
Recovery Act funds to work, go to:
recovery.transportation.org



States Put Recovery Funds to Work. As of August 31, 2010.

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects
Alabama					
Highway Infrastructure Investment	\$511,924,313	\$513,692,083	248	\$485,934,961	89
Transit Capital Assistance	\$40,132,290	\$38,620,709	54	\$35,325,778	10
Total	\$552,056,603	\$552,312,792	302	\$521,260,739	99
Alaska					
Highway Infrastructure Investment	\$175,461,487	\$178,520,994	26	\$167,955,972	7
Transit Capital Assistance	\$40,869,469	\$40,869,469	32	\$28,223,438	13
Total	\$216,330,956	\$219,390,463	58	\$196,179,410	20
Arizona					
Highway Infrastructure Investment	\$520,884,655	\$489,822,518	182	\$469,765,367	94
Transit Capital Assistance	\$99,911,878	\$99,746,240	45	\$80,723,624	22
Total	\$620,796,533	\$589,568,758	227	\$550,488,991	116
Arkansas					
Highway Infrastructure Investment	\$351,544,468	\$350,171,842	121	\$317,643,174	56
Transit Capital Assistance	\$20,573,849	\$20,365,956	23	\$16,193,901	11
Total	\$372,118,317	\$370,537,798	144	\$333,837,075	67
California					
Highway Infrastructure Investment	\$2,537,626,450	\$2,524,895,113	741	\$2,064,251,750	529
Transit Capital Assistance	\$842,698,000	\$827,411,834	346	\$570,505,764	217
Total	\$3,380,324,450	\$3,352,306,947	1,087	\$2,634,757,514	746
Colorado					
Highway Infrastructure Investment	\$385,324,130	\$384,335,094	103	\$374,060,876	38
Transit Capital Assistance	\$121,315,663	\$121,315,663	56	\$100,575,736	15
Total	\$506,639,793	\$505,650,757	159	\$474,636,612	53
Connecticut					
Highway Infrastructure Investment	\$298,903,956	\$289,619,176	124	\$281,250,322	37
Transit Capital Assistance	\$132,305,023	\$132,305,023	25	\$115,685,941	18
Total	\$431,208,979	\$421,924,199	149	\$396,936,263	55
Delaware					
Highway Infrastructure Investment	\$121,828,650	\$120,559,809	36	\$115,251,521	3
Transit Capital Assistance	\$19,000,000	\$18,917,211	5	\$18,917,211	0
Total	\$140,828,650	\$139,477,020	41	\$134,168,732	3

Information provided by the House Committee on Transportation and Infrastructure, Implementation by States of the American Recovery and Reinvestment Act, Aug. 31, 2010.

State	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation ^{‡†}	Direct Jobs Created or Sustained during August 2010 [†]	Total Payroll of Job Hours Created or Sustained
Alabama				
Highway Infrastructure Investment	\$108,469,818	3,383	1,458	\$19,890,571
Transit Capital Assistance	\$4,843,966	5	0	\$133,331
Total	\$113,313,784	3,388	1,458	\$20,023,902
Alaska				
Highway Infrastructure Investment	\$31,190,100	666	504	\$24,754,133
Transit Capital Assistance	\$14,948,636	306	105	\$5,629,113
Total	\$46,138,736	972	609	\$30,383,246
Arizona				
Highway Infrastructure Investment	\$191,415,631	5,659	1,440	\$36,812,751
Transit Capital Assistance	\$15,683,452	728	18	\$5,702,049
Total	\$207,099,083	6,387	1,458	\$42,514,800
Arkansas				
Highway Infrastructure Investment	\$48,329,109	2,026	839	\$17,292,579
Transit Capital Assistance	\$7,786,605	315	122	\$3,399,100
Total	\$56,115,714	2,340	962	\$20,691,679
California				
Highway Infrastructure Investment	\$481,476,654	12,673	3,189	\$274,747,975
Transit Capital Assistance	\$230,650,174	23,987	unavailable	\$177,288,908
Total	\$712,126,828	36,660	3,189	\$452,036,883
Colorado				
Highway Infrastructure Investment	\$67,450,847	5,180	937	\$47,217,702
Transit Capital Assistance	\$47,158,781	1,738	164	\$16,629,636
Total	\$114,609,628	6,918	1,100	\$63,847,338
Connecticut				
Highway Infrastructure Investment	\$56,461,469	1,195	550	\$21,213,758
Transit Capital Assistance	\$698,483	39	49	\$3,101,424
Total	\$57,159,952	1,234	598	\$24,315,182
Delaware				
Highway Infrastructure Investment	\$683,242	1,374	226	\$18,599,632
Transit Capital Assistance	\$0	30	40	\$1,115,226
Total	\$683,242	1,404	266	\$19,714,858

[‡] Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year one of implementation includes information from February 17, 2009 through February 28, 2010.

[†] Totals may not add due to rounding.

States Put Recovery Funds to Work. As of August 31, 2010 (continued).

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects
District of Columbia					
Highway Infrastructure Investment	\$123,507,842	\$123,279,094	15	\$107,737,184	1
Transit Capital Assistance	\$184,083,396	\$184,083,396	24	\$180,083,396	3
Total	\$307,591,238	\$307,362,490	39	\$287,820,580	4
Florida					
Highway Infrastructure Investment	\$1,344,471,413	\$1,300,089,322	593	\$1,173,716,997	242
Transit Capital Assistance	\$323,287,614	\$261,054,314	250	\$135,245,768	147
Total	\$1,667,759,027	\$1,561,143,636	843	\$1,308,962,765	389
Georgia					
Highway Infrastructure Investment	\$901,585,680	\$847,488,902	365	\$806,888,073.00	173
Transit Capital Assistance	\$132,909,498	\$132,909,498	13	\$79,014,987	9
Total	\$1,034,495,178	\$980,398,400	378	\$885,903,060	182
Hawaii					
Highway Infrastructure Investment	\$125,746,380	\$123,189,201	20	\$95,442,259	3
Transit Capital Assistance	\$43,582,583	\$43,582,583	9	\$33,435,583	5
Total	\$169,328,963	\$166,771,784	29	\$128,877,842	8
Idaho					
Highway Infrastructure Investment	\$178,878,631	\$178,842,410	78	\$176,767,407	0
Transit Capital Assistance	\$21,484,297	\$21,484,297	50	\$12,537,001	20
Total	\$200,362,928	\$200,326,707	128	\$189,304,408	20
Illinois					
Highway Infrastructure Investment	\$935,592,704	\$9,111,181,677	897	\$887,163,244	401
Transit Capital Assistance	\$365,690,769	\$361,226,488	95	\$348,769,130	51
Total	\$1,301,283,473	\$9,472,408,165	992	\$1,235,932,374	452
Indiana					
Highway Infrastructure Investment	\$657,967,707	\$645,274,953	1,095	\$645,274,953	963
Transit Capital Assistance	\$72,630,417	\$71,891,565	77	\$58,443,504	45
Total	\$730,598,124	\$717,166,518	1,172	\$703,718,457	1,008
Iowa					
Highway Infrastructure Investment	\$357,623,007	\$357,623,007	242	\$357,477,328	107
Transit Capital Assistance	\$35,640,339	\$27,234,369	102	\$29,052,516	50
Total	\$393,263,346	\$384,857,376	344	\$386,529,844	157

Information provided by the House Committee on Transportation and Infrastructure, Implementation by States of the American Recovery and Reinvestment Act, Aug. 31, 2010.

State	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation ^{‡†}	Direct Jobs Created or Sustained during August 2010 [†]	Total Payroll of Job Hours Created or Sustained
District of Columbia				
Highway Infrastructure Investment	\$1,000,000	485	444	\$9,824,542
Transit Capital Assistance	\$31,658,988	53	13	\$2,732,866
Total	\$32,658,988	538	458	\$12,557,408
Florida				
Highway Infrastructure Investment	\$83,230,086	6,443	3,280	\$87,557,011
Transit Capital Assistance	\$37,470,602	1,321	137	\$24,482,314
Total	\$120,700,688	7,763	3,417	\$112,039,325
Georgia				
Highway Infrastructure Investment	\$156,964,676	3,841	1,322	\$36,511,803
Transit Capital Assistance	\$7,695,943	6,880	475	\$49,338,611
Total	\$164,660,619	10,721	1,796	\$85,850,414
Hawaii				
Highway Infrastructure Investment	\$2,392,090	274	84	\$5,228,102
Transit Capital Assistance	\$27,034,699	31	13	\$2,448,204
Total	\$29,426,789	305	98	\$7,676,306
Idaho				
Highway Infrastructure Investment	\$0	1,476	883	\$24,649,505
Transit Capital Assistance	\$2,725,368	114	30	\$1,495,878
Total	\$2,725,368	1,590	913	\$26,145,383
Illinois				
Highway Infrastructure Investment	\$354,616,090	9,589	1,389	\$115,672,411
Transit Capital Assistance	\$213,229,664	10,658	178	\$98,474,169
Total	\$567,845,754	20,247	1,567	\$214,146,580
Indiana				
Highway Infrastructure Investment	\$255,162,702	4,784	1,728	\$61,712,182
Transit Capital Assistance	\$21,362,224	1,654	0	\$5,948,662
Total	\$276,524,926	6,438	1,728	\$67,660,844
Iowa				
Highway Infrastructure Investment	\$120,260,787	6,809	695	\$46,755,444
Transit Capital Assistance	\$19,517,005	215	0	\$2,395,591
Total	\$139,777,792	7,025	695	\$49,151,035

[‡] Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year one of implementation includes information from February 17, 2009 through February 28, 2010.

[†] Totals may not add due to rounding.

States Put Recovery Funds to Work. As of August 31, 2010 (continued).

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects
Kansas					
Highway Infrastructure Investment	\$347,817,167	\$344,414,291	143	\$344,414,291	46
Transit Capital Assistance	\$25,203,158	\$25,203,158	25	\$19,787,614	19
Total	\$373,020,325	\$369,617,449	168	\$364,201,905	65
Kentucky					
Highway Infrastructure Investment	\$419,899,347	\$430,347,654	106	\$417,527,409	14
Transit Capital Assistance	\$51,045,967	\$48,035,621	138	\$19,625,722	123
Total	\$470,945,314	\$478,383,275	244	\$437,153,131	137
Louisiana					
Highway Infrastructure Investment	\$429,859,427	\$429,859,427	109	\$418,771,330	16
Transit Capital Assistance	\$50,446,673	\$42,482,081	141	\$29,839,715	107
Total	\$480,306,100	\$472,341,508	250	\$448,611,045	123
Maine					
Highway Infrastructure Investment	\$130,752,032	\$130,752,032	72	\$130,752,032	56
Transit Capital Assistance	\$13,266,105	\$13,266,105	6	\$12,882,958	2
Total	\$144,018,137	\$144,018,137	78	\$143,634,990	58
Maryland					
Highway Infrastructure Investment	\$431,034,777	\$406,243,313	165	\$408,626,188	28
Transit Capital Assistance	\$136,550,987	\$136,550,987	103	\$119,605,918	48
Total	\$567,585,764	\$542,794,300	268	\$528,232,106	76
Massachusetts					
Highway Infrastructure Investment	\$378,205,755	\$361,166,739	84	\$348,880,269	14
Transit Capital Assistance	\$290,923,765	\$286,518,064	192	\$127,484,086	56
Total	\$669,129,520	\$647,684,803	276	\$476,364,355	70
Michigan					
Highway Infrastructure Investment	\$846,598,715	\$843,699,393	729	\$836,769,339	499
Transit Capital Assistance	\$135,527,367	\$135,527,367	270	\$83,978,530	91
Total	\$982,126,082	\$979,226,760	999	\$920,747,869	590
Minnesota					
Highway Infrastructure Investment	\$502,284,177	\$499,334,538	216	\$490,489,136	126
Transit Capital Assistance	\$93,341,542	\$93,341,542	120	\$74,033,243	91
Total	\$595,625,719	\$592,676,080	336	\$564,522,379	217

Information provided by the House Committee on Transportation and Infrastructure, Implementation by States of the American Recovery and Reinvestment Act, Aug. 31, 2010.

State	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation ^{‡†}	Direct Jobs Created or Sustained during August 2010 [†]	Total Payroll of Job Hours Created or Sustained
Kansas				
Highway Infrastructure Investment	\$15,220,819	1,981	1,174	\$34,325,407
Transit Capital Assistance	\$3,786,255	154	0	\$941,767
Total	\$19,007,074	2,136	1,174	\$35,267,174
Kentucky				
Highway Infrastructure Investment	\$46,610,297	3,947	916	\$47,540,146
Transit Capital Assistance	\$29,355,492	497	22	\$7,252,269
Total	\$75,965,789	4,445	938	\$54,792,415
Louisiana				
Highway Infrastructure Investment	\$14,863,747	1,537	1,022	\$23,580,678
Transit Capital Assistance	\$17,368,580	3,273	68	\$8,358,152
Total	\$32,232,327	4,810	1,090	\$31,938,830
Maine				
Highway Infrastructure Investment	\$80,687,160	3,284	247	\$18,453,828
Transit Capital Assistance	\$781,584	39	0	\$116,723
Total	\$81,468,744	3,322	247	\$18,570,551
Maryland				
Highway Infrastructure Investment	\$42,751,586	3,752	401	\$23,854,143
Transit Capital Assistance	\$21,443,352	787	37	\$6,304,623
Total	\$64,194,938	4,539	438	\$30,158,766
Massachusetts				
Highway Infrastructure Investment	\$28,227,380	1,034	541	\$23,440,620
Transit Capital Assistance	\$22,505,550	508	170	\$27,681,517
Total	\$50,732,930	1,542	711	\$51,122,137
Michigan				
Highway Infrastructure Investment	\$290,638,914	5,940	2,466	\$94,965,609
Transit Capital Assistance	\$23,252,836	3,448	116	\$21,148,918
Total	\$313,891,750	9,387	2,582	\$116,114,527
Minnesota				
Highway Infrastructure Investment	\$250,106,983	6,220	871	\$67,352,606
Transit Capital Assistance	\$30,093,630	2,535	206	\$23,489,334
Total	\$280,200,613	8,755	1,077	\$90,841,940

[‡] Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year one of implementation includes information from February 17, 2009 through February 28, 2010.

[†] Totals may not add due to rounding.

States Put Recovery Funds to Work. As of August 31, 2010 (continued).

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects
Mississippi					
Highway Infrastructure Investment	\$354,564,343	\$354,564,343	170	\$348,082,987	92
Transit Capital Assistance	\$20,552,566	\$17,619,193	16	\$814,552	11
Total	\$375,116,909	\$372,183,536	186	\$348,897,539	103
Missouri					
Highway Infrastructure Investment	\$637,121,984	\$637,121,984	324	\$628,172,930	206
Transit Capital Assistance	\$92,797,163	\$92,797,163	53	\$43,638,696	31
Total	\$729,919,147	\$729,919,147	377	\$671,811,626	237
Montana					
Highway Infrastructure Investment	\$211,793,391	\$206,033,426	84	\$201,813,002	32
Transit Capital Assistance	\$15,611,710	\$15,611,710	25	\$13,925,505	8
Total	\$227,405,101	\$221,645,136	109	\$215,738,507	40
Nebraska					
Highway Infrastructure Investment	\$231,739,279	\$227,980,278	121	\$226,626,522	30
Transit Capital Assistance	\$23,488,593	\$22,874,507	34	\$5,869,621	43
Total	\$255,227,872	\$250,854,785	155	\$232,496,143	73
Nevada					
Highway Infrastructure Investment	\$201,352,460	\$198,488,294	66	\$196,500,234	16
Transit Capital Assistance	\$49,463,770	\$49,463,770	37	\$48,510,555	19
Total	\$250,816,230	\$247,952,064	103	\$245,010,789	35
New Hampshire					
Highway Infrastructure Investment	\$129,440,556	\$129,440,556	34	\$129,440,556	19
Transit Capital Assistance	\$16,813,086	\$16,813,086	61	\$13,328,498	46
Total	\$146,253,642	\$146,253,642	95	\$142,769,054	65
New Jersey					
Highway Infrastructure Investment	\$651,774,480	\$643,563,056	144	\$610,776,540	22
Transit Capital Assistance	\$361,789,801	\$361,789,801	13	\$294,187,313	1
Total	\$1,013,564,281	\$1,005,352,857	157	\$904,963,853	23
New Mexico					
Highway Infrastructure Investment	\$252,644,377	\$244,582,077	91	\$244,582,077	1
Transit Capital Assistance	\$27,518,452	\$27,518,452	34	\$19,645,279	1
Total	\$280,162,829	\$272,100,529	125	\$264,227,356	2

Information provided by the House Committee on Transportation and Infrastructure, Implementation by States of the American Recovery and Reinvestment Act, Aug. 31, 2010.

State	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation ^{‡†}	Direct Jobs Created or Sustained during August 2010 [†]	Total Payroll of Job Hours Created or Sustained
Mississippi				
Highway Infrastructure Investment	\$150,435,387	498	1,018	\$32,631,482
Transit Capital Assistance	\$323,459	149	23	\$682,898
Total	\$150,758,846	648	1,041	\$33,314,380
Missouri				
Highway Infrastructure Investment	\$191,819,392	3,863	947	\$54,263,452
Transit Capital Assistance	\$28,657,372	146	52	\$2,609,929
Total	\$220,476,764	4,009	999	\$56,873,381
Montana				
Highway Infrastructure Investment	\$18,472,847	2,436	757	\$30,210,199
Transit Capital Assistance	\$2,720,444	13	15	\$614,620
Total	\$21,193,291	2,449	772	\$30,824,820
Nebraska				
Highway Infrastructure Investment	\$67,811,055	2,835	656	\$19,020,576
Transit Capital Assistance	\$10,619,601	43	7	\$749,543
Total	\$78,430,656	2,877	663	\$19,770,119
Nevada				
Highway Infrastructure Investment	\$21,263,533	1,235	548	\$20,017,980
Transit Capital Assistance	\$9,562,109	706	132	\$13,198,305
Total	\$30,825,642	1,941	680	\$33,216,285
New Hampshire				
Highway Infrastructure Investment	\$38,000,642	1,667	251	\$13,081,662
Transit Capital Assistance	\$4,636,576	164	41	\$1,521,590
Total	\$42,637,218	1,831	292	\$14,603,252
New Jersey				
Highway Infrastructure Investment	\$33,117,579	3,216	1,022	\$58,402,836
Transit Capital Assistance	\$5,661,000	4,570	449	\$41,353,416
Total	\$38,778,579	7,786	1,472	\$99,756,252
New Mexico				
Highway Infrastructure Investment	\$131,252	356	907	\$23,964,279
Transit Capital Assistance	\$1,189,418	46	0	\$302,249
Total	\$1,320,670	403	907	\$24,266,528

[‡] Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year one of implementation includes information from February 17, 2009 through February 28, 2010.

[†] Totals may not add due to rounding.

States Put Recovery Funds to Work. As of August 31, 2010 (continued).

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects
New York					
Highway Infrastructure Investment	\$945,218,723	\$1,120,684,723	411	\$909,042,720	153
Transit Capital Assistance	\$1,204,763,387	\$1,190,127,387	113	\$1,074,219,330	46
Total	\$2,149,982,110	\$2,310,812,110	524	\$1,983,262,050	199
North Carolina					
Highway Infrastructure Investment	\$730,409,684	\$730,409,684	423	\$662,330,503	61
Transit Capital Assistance	\$97,063,199	\$87,558,429	89	\$42,621,544	22
Total	\$827,472,883	\$817,968,113	512	\$704,952,047	83
North Dakota					
Highway Infrastructure Investment	\$170,126,497	\$170,126,497	164	\$167,024,999	82
Transit Capital Assistance	\$10,997,089	\$10,997,089	13	\$6,055,281	9
Total	\$181,123,586	\$181,123,586	177	\$173,080,280	91
Ohio					
Highway Infrastructure Investment	\$935,677,030	\$891,222,419	391	\$794,180,507	127
Transit Capital Assistance	\$184,619,892	\$170,462,551	332	\$136,564,422	246
Total	\$1,120,296,922	\$1,061,684,970	723	\$930,744,929	373
Oklahoma					
Highway Infrastructure Investment	\$464,655,225	\$464,655,225	274	\$464,655,225	157
Transit Capital Assistance	\$35,798,236	\$35,798,236	34	\$19,298,465	10
Total	\$500,453,461	\$500,453,461	308	\$483,953,690	167
Oregon					
Highway Infrastructure Investment	\$280,088,100	\$271,385,957	316	\$261,398,270	167
Transit Capital Assistance	\$134,497,120	\$134,497,060	88	\$106,159,079	59
Total	\$414,585,220	\$405,883,017	404	\$367,557,349	226
Pennsylvania					
Highway Infrastructure Investment	\$1,026,429,012	\$1,026,429,012	350	1,026,429,012	165
Transit Capital Assistance	\$262,229,964	\$216,783,910	96	\$246,378,263	45
Total	\$1,288,658,976	\$1,243,212,922	446	\$1,272,807,275	210
Puerto Rico					
Highway Infrastructure Investment	\$105,000,000	\$104,999,999	22	\$94,023,727	3
Transit Capital Assistance	\$56,891,449	\$43,961,459	12	\$26,051,486	5
Total	\$161,891,449	\$148,961,458	34	\$120,075,213	8

Information provided by the House Committee on Transportation and Infrastructure, Implementation by States of the American Recovery and Reinvestment Act, Aug. 31, 2010.

State	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation ^{‡†}	Direct Jobs Created or Sustained during August 2010 [†]	Total Payroll of Job Hours Created or Sustained
New York				
Highway Infrastructure Investment	\$123,232,511	6,807	2,256	\$104,598,690
Transit Capital Assistance	\$57,064,816	1,850	720	\$57,129,193
Total	\$180,297,327	8,657	2,975	\$161,727,883
North Carolina				
Highway Infrastructure Investment	\$77,577,225	8,516	2,157	\$57,313,947
Transit Capital Assistance	\$10,920,003	809	24	\$3,385,843
Total	\$88,497,228	9,325	2,181	\$60,699,790
North Dakota				
Highway Infrastructure Investment	\$83,704,481	2,355	390	\$17,481,646
Transit Capital Assistance	\$3,506,167	2	0	\$23,327
Total	\$87,210,648	2,357	390	\$17,504,973
Ohio				
Highway Infrastructure Investment	\$96,469,918	4,702	1,969	\$75,804,167
Transit Capital Assistance	\$60,955,319	3,312	249	\$28,186,522
Total	\$157,425,237	8,013	2,217	\$103,990,689
Oklahoma				
Highway Infrastructure Investment	\$154,342,481	8,655	1,769	\$42,783,157
Transit Capital Assistance	\$5,185,173	251	4	\$1,059,381
Total	\$159,527,654	8,906	1,773	\$43,842,538
Oregon				
Highway Infrastructure Investment	\$46,350,655	4,828	520	\$47,324,895
Transit Capital Assistance	\$42,020,841	2,282	608	\$33,494,589
Total	\$88,371,496	7,110	1,128	\$80,819,484
Pennsylvania				
Highway Infrastructure Investment	\$237,595,235	9,317	2,563	\$119,062,742
Transit Capital Assistance	\$38,939,360	1,675	361	\$25,906,848
Total	\$276,534,595	10,991	2,924	\$144,969,590
Puerto Rico				
Highway Infrastructure Investment	\$3,465,671	495	295	\$3,900,944
Transit Capital Assistance	\$318,635	41	31	\$263,997
Total	\$3,784,306	535	326	\$4,164,941

[‡] Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year one of implementation includes information from February 17, 2009 through February 28, 2010.

[†] Totals may not add due to rounding.

States Put Recovery Funds to Work. As of August 31, 2010 (continued).

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects
Rhode Island					
Highway Infrastructure Investment	\$137,095,725	\$137,095,725	60	\$131,900,361	26
Transit Capital Assistance	\$38,001,658	\$38,001,658	36	\$26,227,836	16
Total	\$175,097,383	\$175,097,383	96	\$158,128,197	42
South Carolina					
Highway Infrastructure Investment	\$463,081,483	\$462,757,244	179	\$374,401,017	82
Transit Capital Assistance	\$29,004,261	\$27,556,267	27	\$19,068,246	10
Total	\$492,085,744	\$490,313,511	206	\$393,469,263	92
South Dakota					
Highway Infrastructure Investment	\$186,877,359	\$186,581,451	52	\$186,581,451	11
Transit Capital Assistance	\$7,372,825	\$7,372,825	50	\$7,372,825	39
Total	\$194,250,184	\$193,954,276	102	\$193,954,276	50
Tennessee					
Highway Infrastructure Investment	\$569,511,063	\$565,181,297	380	\$552,844,573	200
Transit Capital Assistance	\$73,716,802	\$71,781,919	162	\$59,952,394	78
Total	\$643,227,865	\$636,963,216	542	\$612,796,967	278
Texas					
Highway Infrastructure Investment	\$2,233,015,146	\$2,227,227,497	648	\$2,189,667,706	273
Transit Capital Assistance	\$365,938,078	\$363,920,365	357	\$315,207,307	266
Total	\$2,598,953,224	\$2,591,147,862	1,005	\$2,504,875,013	539
Utah					
Highway Infrastructure Investment	\$213,545,653	\$213,545,653	116	\$210,836,100	95
Transit Capital Assistance	\$55,586,841	\$55,009,746	16	\$53,921,730	4
Total	\$269,132,494	\$268,555,399	132	\$264,757,830	99
Vermont					
Highway Infrastructure Investment	\$125,791,291	\$125,791,291	71	\$123,155,280	41
Transit Capital Assistance	\$5,680,572	\$5,680,572	12	\$3,848,111	10
Total	\$131,471,863	\$131,471,863	83	\$127,003,391	51
Virginia					
Highway Infrastructure Investment	\$678,670,823	\$683,749,336	118	\$652,922,722	32
Transit Capital Assistance	\$68,707,834	\$65,653,000	123	\$52,399,611	54
Total	\$747,378,657	\$749,402,336	241	\$705,322,333	86

Information provided by the House Committee on Transportation and Infrastructure, Implementation by States of the American Recovery and Reinvestment Act, Aug. 31, 2010.

State	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation ^{‡†}	Direct Jobs Created or Sustained during August 2010 [†]	Total Payroll of Job Hours Created or Sustained
Rhode Island				
Highway Infrastructure Investment	\$43,765,001	2,063	478	\$17,869,748
Transit Capital Assistance	\$1,386,374	0	0	\$65,906
Total	\$45,151,375	2,063	478	\$17,935,654
South Carolina				
Highway Infrastructure Investment	\$107,223,897	3,315	798	\$27,672,867
Transit Capital Assistance	\$4,885,075	68	21	\$1,038,160
Total	\$112,108,972	3,383	819	\$28,711,027
South Dakota				
Highway Infrastructure Investment	\$35,068,582	2,042	499	\$16,013,061
Transit Capital Assistance	\$3,260,863	83	15	\$375,600
Total	\$38,329,445	2,126	514	\$16,388,661
Tennessee				
Highway Infrastructure Investment	\$172,196,637	9,940	1,220	\$55,292,587
Transit Capital Assistance	\$18,779,592	147	unavailable	\$4,835,256
Total	\$190,976,229	10,087	1,220	\$60,127,843
Texas				
Highway Infrastructure Investment	\$281,825,790	16,493	5,392	\$140,601,187
Transit Capital Assistance	\$148,000,528	10,276	357	\$66,233,833
Total	\$429,826,318	26,769	5,749	\$206,835,020
Utah				
Highway Infrastructure Investment	\$151,754,522	3,817	165	\$18,915,069
Transit Capital Assistance	\$15,293,446	1,588	364	\$8,509,083
Total	\$167,047,968	5,405	529	\$27,424,152
Vermont				
Highway Infrastructure Investment	\$1,533,636	2,031	224	\$13,002,679
Transit Capital Assistance	\$1,993,920	0	0	\$0
Total	\$3,527,556	2,031	224	\$13,002,679
Virginia				
Highway Infrastructure Investment	\$47,227,856	1,521	550	\$14,896,685
Transit Capital Assistance	\$9,858,867	1,234	1	\$6,285,845
Total	\$57,086,723	2,755	551	\$21,182,530

[‡] Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year one of implementation includes information from February 17, 2009 through February 28, 2010.

[†] Totals may not add due to rounding.

States Put Recovery Funds to Work. As of August 31, 2010 (continued).

State	Recovery Act Funds Allocated	Recovery Act Funds Obligated	Projects Under Contract	Recovery Act Funds Associated with Projects Under Contract	Completed Projects
Washington					
Highway Infrastructure Investment	\$490,542,853	\$488,908,772	210	\$481,228,553	138
Transit Capital Assistance	\$168,908,628	\$168,908,536	84	\$126,754,843	50
Total	\$659,451,481	\$657,817,308	294	\$607,983,396	188
West Virginia					
Highway Infrastructure Investment	\$210,852,204	\$208,890,806	145	\$208,690,606	77
Transit Capital Assistance	\$18,366,136	\$18,366,136	173	\$14,789,028	88
Total	\$229,218,340	\$227,256,942	318	\$223,479,634	165
Wisconsin					
Highway Infrastructure Investment	\$529,111,915	\$515,067,985	421	\$515,067,985	276
Transit Capital Assistance	\$79,249,652	\$69,358,672	83	\$53,497,842	63
Total	\$608,361,567	\$584,426,657	504	\$568,565,827	339
Wyoming					
Highway Infrastructure Investment	\$157,616,058	\$157,616,058	66	\$157,616,058	28
Transit Capital Assistance	\$9,300,399	\$8,557,171	26	\$5,927,171	10
Total	\$166,916,457	\$166,173,229	92	\$163,543,229	38
Totals					
Highway Infrastructure Investment	\$26,233,311,568	\$34,378,503,228	12,361	\$24,672,803,606	6,154
Transit Capital Assistance	\$6,807,149,812	\$6,578,784,210	4,400	\$5,166,205,897	2,463
Cumulative Totals	\$33,040,461,380	\$40,957,287,438	16,761	\$29,839,009,503	8,617

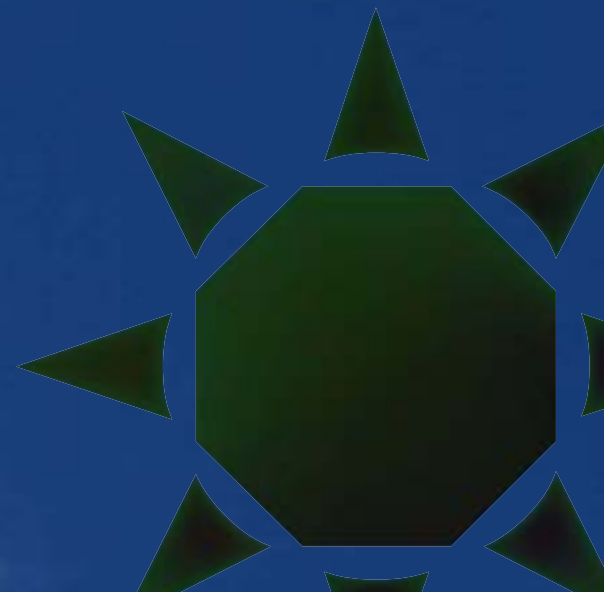
State	Recovery Act Funds Associated with Completed Projects	Direct Jobs Created or Sustained during Year One of Implementation ^{Ⓐ†}	Direct Jobs Created or Sustained during August 2010 [†]	Total Payroll of Job Hours Created or Sustained
Washington				
Highway Infrastructure Investment	\$179,534,200	9,459	1,039	\$120,810,177
Transit Capital Assistance	\$85,874,163	5,950	41	\$23,370,922
Total	\$265,408,363	15,409	1,081	\$144,181,099
West Virginia				
Highway Infrastructure Investment	\$69,907,703	1,991	753	\$19,710,052
Transit Capital Assistance	\$9,295,167	92	14	\$1,206,082
Total	\$79,202,870	2,083	767	\$20,916,134
Wisconsin				
Highway Infrastructure Investment	\$191,767,013	5,596	1,429	\$55,429,823
Transit Capital Assistance	\$15,643,123	121	0	\$521,755
Total	\$207,410,136	5,716	1,429	\$55,951,578
Wyoming				
Highway Infrastructure Investment	\$54,432,199	2,858	467	\$19,960,474
Transit Capital Assistance	\$1,180,940	80	4	\$617,275
Total	\$55,613,139	2,938	471	\$20,577,749
Totals				
Highway Infrastructure Investment	\$5,408,237,088	216,460	57,643	\$2,421,990,202
Transit Capital Assistance	\$1,428,784,220	95,011	5,494	\$819,150,353
Cumulative Totals	\$6,837,021,308	311,471	63,137	\$3,241,140,555

[Ⓐ] Consistent with the U.S. Department of Transportation's (DOT) reports pursuant to section 1201 of the Recovery Act, this figure is based on direct, on-project full-time-equivalent (FTE) job months. FTE job months are calculated by dividing cumulative job hours created or sustained by 173 hours (40 hours per week times 52 weeks divided by 12 months = 173 hours). Year one of implementation includes information from February 17, 2009 through February 28, 2010.

[†] Totals may not add due to rounding.

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