

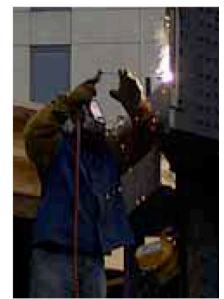


Smart Growth America
Making Neighborhoods Great Together

Recent Lessons from the Stimulus:

Transportation Funding and Job Creation

February 2011



Acknowledgments

The review of state spending that is at the heart of this report was performed by a team from Charlier Associates, Inc. led by Terri Musser, and by Mark Stout. This report also benefitted from important input from the Center for Neighborhood Technology.

Any errors and all interpretations are the responsibility of Smart Growth America. Please direct questions about this report to William Schroeer, Policy and Research Director, Smart Growth America: wshroeer@smartgrowthamerica.org, (612) 928-0788.



This report is a product of Smart Growth America, the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide. From providing more sidewalks so people can walk to their town center to ensuring that more homes are built near public transit or productive farms remain a part of our communities, smart growth helps make sure that people across the nation can live in great neighborhoods.

As part of that mission, Smart Growth America and its partners have been working with states and cities to shape how they spend stimulus funds. Other Smart Growth America studies on how the stimulus has been used, and its effects, are available at www.smartgrowthamerica.org/stimulus.

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Recent Lessons from the Stimulus: Transportation Funding and Job Creation

"We will use the transportation funding in the Act to deliver jobs and restore our nation's economy. We will emphasize sustainable investment and focus our policies on the people, businesses and communities who use the transportation systems. And, we will focus on the quality of our environment. We will build and restore our transportation foundations until the American dream is returned."

- Ray LaHood, Secretary of Transportation

Introduction

As part of the American Recovery & Reinvestment Act (ARRA), states and Metropolitan Planning Organizations (MPOs) received \$26.6 billion in transportation funds that could be spent on almost any surface transportation needs. While there were many national goals for this money, arguably the most pressing need was to save and create jobs.

The question Smart Growth America answers in this report is whether states spent their flexible transportation money on projects that created the maximum number of jobs.

The short answer to that question, unfortunately, is no.

Too many states did not use ARRA transportation funds on projects that would have provided the greatest number of jobs—short- and long-term. This report explores how states allocated their transportation dollars, analyzes the resulting number of jobs created per dollar spent and provides recommendations on how states could have better invested their dollars to create the most jobs.

How States Could (and Should) Have Spent the Money

According to a recent national survey conducted by Smart Growth America, 91 percent of voters believe that maintaining and repairing our roads and bridges should be the top or a high priority for state spending on transportation programs, and 68 percent believe that expanding and improving bus, rail, van service, biking, walking, and other transportation choices should be the top or a high priority. This is because they believe our government has an obligation to citizens to create jobs and implement policies that will strengthen our economy. When it comes to transportation spending, they don't think we need to build more roads and highways, but rather we need to fix what we already have. Moreover, they understand that public transportation choices give people low cost ways to get to work when they need them, particularly in these difficult times.

Not only does the public think maintaining and repairing roads and bridges and expanding public transportation options are the areas states should focus on, the data show clearly that this is the right thing to do.

91% of voters

believe that maintaining and repairing our existing roads and bridges should be the top or a high priority for state governments.

In 2009, the University of Utah's Metropolitan Research Center reviewed a wide set of literature and data on the job and economic impacts of transportation spending, and reported five conclusions relevant to choosing transportation stimulus projects.¹ The key findings included:

1. Public transportation, and road and bridge repairs, produce more jobs.

Public transportation investments generate 31 percent more jobs per dollar than new construction of roads and bridges, and repair work on roads and bridges generates 16 percent more jobs per dollar than new bridge and road construction.

2. Repair and maintenance projects spend money faster and create jobs more quickly than building new.

Repair and maintenance projects are open to more kinds of workers, spend less money on equipment and more on wages, and spend less time on plans and permits. New capacity projects also require more funding for buying property, which has little or no stimulative or reinvestment value. The data show this clearly for road repair; the same logic applies to repairing public transportation assets.

3. Fixing existing infrastructure produces a higher return on investment than new construction because repair:

- prevents the need for reconstruction later, which costs 4 to 14 times as much;
- saves money by reducing damage from potholes and vibrations;
- Keep existing communities vibrant. Neglecting existing places while building new infrastructure drives growth out, and means the public ends up buying two of everything.

4. The best transportation investments improve connections between and access to different forms of transportation to regional centers.

Economic returns from these investments exceed returns from other investments by significant margins.

5. Investing in areas with high job needs improves employment faster than investing elsewhere.

Putting or keeping public transportation in communities with high unemployment produces up to 2.5 times more jobs than putting public transportation in communities with low unemployment.

At the beginning of the stimulus, we knew:

Public Transportation > New Roads & Bridges
31% More Jobs Per Dollar

Road Repair & Maintenance > New Roads & Bridges
16% More Jobs Per Dollar

Why do repair and maintenance projects create more jobs?

- They're more labor intensive. Any repair project spends less money on land acquisition than does a new project. Dollars that go to real estate can't go to jobs.
- They put more money into the economy faster. Almost all repair projects can be completed in a construction season. In contrast, the Federal Highway Administration (FHWA) says that most new construction projects pay out over seven years, with only 27 percent of funds actually spent in the first year. That means repair and maintenance projects will spend at least three times as much money in the first year than capital projects will.

Repair and maintenance and public transportation projects **create more jobs** because they are more labor intensive and they get money into the economy faster.

There was a clear path towards spending ARRA money on projects that would create the highest return on investment in terms of job creation and economic growth. Did states follow this path?

Which States Chose Wisely? Which States Squandered the Opportunity?

Overall, states spent their flexible ARRA transportation dollars as follows.² (For a state-by-state breakdown, see Table 1 on page 11.)

Amount		Allocated to:
\$15.7 billion	(58.9%)	Roadway preservation projects
\$8.9 billion	(33.5%)	Roadway new capacity projects
\$1,042.5 million	(3.9%)	Non-motorized projects (pedestrian, bike, streetscape improvements)
\$462.8 million	(1.7%)	Public transportation projects
\$529.0 million	(2.0%)	Other, including <ul style="list-style-type: none"> • Freight rail • Maritime • Aviation

With states spending a mere 1.7 percent of their funds on public transportation, the category that produces the most jobs, and a third of their funds

on the least productive category (new construction), states clearly did not maximize the job creation possibilities of their ARRA funds. The conclusion is

clear: had states spent more flexible transportation funds on public transportation, more on road repair, and less on new road construction, more

jobs would have been created. For the complete ranking of states, see Table 2 on page 14. In the tables here and in Table 2, states that tie are listed alphabetically.

Top States: By Repair

State	% of total road spending allocated to: ³		Percent of roads not in "good" condition
	System Preservation	New Capacity	
Connecticut	100%	0%	66%
D. of Columbia	100%	0%	99%
Maine	100%	0%	46%
New Jersey	100%	0%	90%
North Dakota	100%	0%	43%
Rhode Island	100%	0%	82%
South Dakota	100%	0%	49%
Vermont	100%	0%	55%

By Choice

Percent of funding on public transportation + non-motorized projects	
D. of Columbia	30.2%
Oregon	24.0%
Massachusetts	23.3%
New York	21.2%
Delaware	10.2%

Bottom Five States: By Repair

State	% of total road spending allocated to: ⁴		Percent of roads not in "good" condition
	System Preservation	New Capacity	
Texas	27%	63%	59%
Kentucky	26%	74%	45%
Florida*	23%	77%	24%
Arkansas	19%	81%	62%
Kansas*	19%	81%	25%

By Choice

Percent of funding on public transportation + non-motorized projects	
Nebraska	1.5%
Louisiana	1.4%
Wyoming	1.1%
Nevada	0.4%
Arkansas	0.0%

* These two tables rank states by share of ARRA road money spent on system preservation. Three of the "bottom five" for spending on preservation also have low proportions of their systems in good repair. Florida's and Kansas' systems are in

some of the best shape in the country, and so arguably have less reason to spend on system preservation. The same observation applies to the table on the next page showing % spent on repair and number of structurally deficient bridges.

Top States: Repair *and* Choice

In 10 states, more than 95 percent of the money going to roads went to road repair. Sixteen states spent 90 percent or more on repair.

Five states spent more than 10 percent of funds to make progress on expanding transportation choices (public transportation, walking and biking).

Of those, outstanding states that are doing both are shown in the table to the right.

State	Of the \$ spent on roads, % to repair	% to public transportation and bike/ped
D.C.	100%	30.2%
New York	94%	21.2%
Massachusetts	90%	13.3%

States Spending Less than Half on Repair

In contrast, 11 states spent less than half of the ARRA road money on repair projects.

For example, 62 percent of Arkansas' lane miles are not in "good" condition. Yet given flexible funds, Arkansas spent the vast majority of those funds on new roads, rather than fixing its current deteriorating system.

Other states spending less than half of road money on repair are shown in the table to the right.

If the state can't afford to maintain its roads now, how does it plan to maintain the new roads?

State	% of road \$ on repair	% of roads not in "good" condition	Number of structurally deficient bridges
Arizona	48%	32%	65
Tennessee	46%	29%	300
Virginia	46%	54%	1,054
Hawaii	45%	90%	51
New Mexico	45%	36%	243
Louisiana	40%	62%	675
Texas	27%	59%	421
Kentucky	26%	45%	573
Florida	23%	24%	60
Arkansas	19%	62%	285
Kansas	19%	25%	71

ARRA jobs reporting showed public transportation investments provided far more jobs

Recall that going in to ARRA, studies of transportation job creation all showed that on average, road repair produced 16% more jobs per dollar than new road construction, and public transportation produced 31% more jobs per dollar than new road construction. The actual ARRA job-creation data confirm that public transportation creates more jobs per dollar than roads, and that repair creates more jobs than new construction and purchases.

Public transportation: SGA analyzed the data collected and published by the House Transportation and Infrastructure Committee, for all 50 states. The data show that:

- Every \$1 billion committed to ARRA highway projects has produced 2.4 million job-hours.
- Every \$1 billion committed to ARRA transit projects has produced about 4.2 million job-hours.⁶

Repair: SGA did an in-depth review of ARRA public transportation investments in three states: Massachusetts, California, and Georgia. These states each committed substantial amounts of funding to public transportation, providing a rich set of data. SGA found preventive maintenance had by far the highest direct job-per-dollar result, followed by rail car purchase and rehabilitation, operating assistance, infrastructure, and bus purchase and rehabilitation. Because this is an analysis of only three states, we take these results as preliminary, but also as consistent with previous studies showing greater job creation from repair.

An ARRA dollar spent on public transportation is yielding **70% more job hours** than an ARRA dollar spent on highways.

Recommendations: How Smarter Transportation Can Create Jobs

While the golden opportunity with ARRA funds has passed, it's not too late for state and federal governments to make smart decisions about transportation policies that will create jobs and grow the economy. The above analysis shows the need for policy reforms that will result in states making better choices with their federal transportation funding.

States: Nationwide, states face the impacts of recession, including unprecedented budget challenges, and in many cases, severe shortfalls. Continued high road repair needs will make these shortfalls even more challenging. Too many states missed a golden opportunity to get caught up on repair needs thus reduce future costs. They also missed a golden opportunity to create more jobs.

States can and should use what we learned from the stimulus: that transportation dollars can be better used to maximize job creation — helping to put Americans to work now. That is especially true in the 26 states with new governors, who have an opportunity to change the direction of transportation spending. They can invest more in repair and maintenance and change the way they evaluate investments in new capacity to ensure that these serve long term job creation, economic development, and affordability.

Congress: Congress distributed ARRA funds for transportation with little oversight and significant flexibility at a time when there are well documented needs that are not being addressed in many states. The results of this study emphasize some of the shortcomings in the current process.

The American Society of Civil Engineers has concluded that we're piling up maintenance needs faster than we're addressing them, giving highways a D-minus – down from a D in 2005. The drop to a D-minus provides a clear indicator that the current balance of repair and expansion is the wrong one, costing governments and citizens significant amounts of money. The American Association of State Highway and Transportation Officials estimate that poor condition of our highways costs the average American \$355 a year. It also turns out to be costing us jobs.

Focusing ARRA funds on critical needs would have helped kill two birds with one stone: Congress should have taken this opportunity to focus a significant portion of funds to repair and rehabilitate our crumbling and, at times, unsafe highways and bridges; *and* create needed jobs.

There is widespread agreement that investments in infrastructure must shift towards a more performance-oriented, transparent, and accountable system. Congress must act to pass a long-term transportation bill that helps create a 21st century transportation system and economy.

U.S. DOT: Many of the lessons from the stimulus can be acted on without waiting for reauthorization. Specifically:

1. Develop and reinforce guidance to States, MPOs and transit operators that STP program funds are widely flexible.
2. Clarify with these same audiences that job creation is a desirable performance outcome from the apportionment of federal dollars.
3. Make these job creation calculations a permanent feature of the nation's surface transportation program, consistent with the Secretary's and the Administration's commitment to performance-based investing.
4. Going forward, have USDOT and the modal administrations request evidence that agencies are taking advantage of program flexibility in ways that (a) streamlines the delivery of the most job-intensive projects and (b) manages toward maximum delivery of employment.

ARRA money could have been used better to create more jobs. Shifting just \$2 billion to public transportation would have created **4,300 more new jobs**, more quickly.

Conclusion: Smarter Transportation Priorities = More Jobs

Economic recovery from the most severe downturn since the Great Depression is occurring gradually. Yet states may feel its impact for years to come. Given that transportation has been, and will continue to be, a central piece of every state's economic development (and budget), the transportation choices made now have implications on jobs far into the foreseeable future.

There is general agreement among the public, transportation professionals, and elected officials that our transportation infrastructure is in bad shape and needs repair and reinvestment. As the nation grows, we will always need some new road capacity; few argue that all infrastructure must be brought up to standard before any new capacity is added.

Methodology

In compiling this research, Smart Growth America used state ARRA project reports that were published by the House Transportation and Infrastructure Committee on March 2, 2010 – the last day states could commit their ARRA STP funding.

We reviewed the transportation projects included in the House T&I Committee data and classified them as one of five categories. They included:

- Roadway system preservation
- Roadway new capacity
- Non-motorized transportation and related
- Public transportation and related
- Other types of STP projects that do not fall within the other four categories

Roadway system preservation projects include all roadway and bridge projects not classified as “roadway new capacity.” These types of projects include: highway resurfacing, rehabilitation and reconstruction; bridge rehabilitation and replacement; highway and bridge maintenance; safety projects; Intelligent Transportation Systems, signing, traffic signals; intersection improvements; transportation demand management (i.e. park-and-ride and ride-sharing).

Roadway new capacity projects refer to projects that add new “lane miles” to states’ highways, roads

and bridges. They include: construction of new roadways; roadway widening projects, including new passing lanes and weaving lanes; new bridge construction where the project is clearly being built for the purpose of adding capacity in a corridor through construction of a new facility; continuous turning lanes.

Choices about spending priorities come down to determining the right balance of repair and expansion. Many of the reasons to increase investment in our existing roads and bridges have been articulated elsewhere, including the short-term and long-term costs of neglecting repair, which substantially increases costs. The situation with public transportation investments is similar. The question is the right balance between modes in an era of growing demands and shrinking budgets.

The findings in this report add an additional reason to increase investment in repair of all kinds, and in public transportation capacity: each type of investment creates far more jobs.

Non-motorized and related projects include all projects designed to facilitate “active” or human-powered transportation that does not rely on cars, buses, trains or trucks. Projects classified in this category include: bicycle projects; pedestrian projects; trails; and streetscapes.

Public transportation and related projects include all projects funded under the Surface Transportation Program that aim to add capacity, improve safety, preserve, facilitate or relate to public transportation.

“Other” transportation projects include: freight rail; maritime; aviation; transportation enhancements not classified within the “Non-motorized Transportation” category. This includes historic preservation, outdoor advertising control and landscaping not part of a streetscaping project; administrative computer systems; planning studies; contingency budgets.

Table 1: ARRA Surface Transportation Program spending, by state

State	Total (all \$ in M)	Highway System Preservation	%	Highway New Capacity	%	Non- Motorized + Related	%	Transit + Related	%	Other	%
AL	\$512.0	\$315.1	61.5	\$178.8	34.9	\$16.0	3.1	\$0.9	0.2	\$1.3	0.3
AK	183.5	157.8	86.0	13.2	7.2	3.7	2.0	0.0	0.0	8.8	4.8
AZ	528.2	236.2	44.7	252.1	47.7	29.9	5.7	1.3	0.3	8.6	1.6
AR	344.5	62.1	18.0	271.8	78.9	0.0	0.0	0.0	0.0	10.5	3.1
CA	2,593.7	1387.2	53.5	996.5	38.4	98.6	3.8	58.0	2.2	53.4	2.1
CO	23.1	229.9	54.3	154.7	36.6	18.1	4.3	18.6	4.4	1.8	0.4
CT	298.5	271.2	90.9	0.0	0.0	26.6	8.9	0.7	0.2	0.0	0.0
DE	121.7	57.6	47.3	46.8	38.4	12.4	10.2	0.0	0.0	4.9	4.1
DC	130.6	89.4	68.5	0.0	0.0	39.4	30.2	0.0	0.0	1.8	1.3
FL	1331.8	297.0	22.3	967.5	72.6	53.9	4.0	4.9	0.4	8.6	0.6
GA	925.0	447.1	48.3	390.8	42.2	54.0	5.8	25.0	2.7	8.1	0.9
HI	125.7	53.1	42.2	65.8	52.3	6.5	5.2	0.0	0.0	0.3	0.2
ID	182.5	95.2	52.2	75.6	41.4	6.7	3.7	3.1	1.7	1.8	1.0
IL	931.9	779.2	83.6	70.9	7.6	55.8	6.0	0.0	0.0	25.9	2.8
IN	642.8	487.8	75.9	107.6	16.7	41.4	6.4	0.0	0.0	6.0	0.9
IA	358.2	317.1	88.5	23.8	6.7	11.7	3.3	0.5	0.2	5.0	1.4
KS	348.2	64.8	18.6	270.6	77.7	7.6	2.2	0.0	0.0	5.2	1.5
KY	420.8	102.4	24.3	288.1	68.5	27.5	6.5	1.8	0.4	1.0	0.2
LA	430.5	167.1	38.8	253.9	59.0	6.2	1.4	0.0	0.0	3.3	0.8
ME	131.0	126.9	96.9	0.0	0.0	2.2	1.7	0.0	0.0	1.9	1.5
MD	440.2	400.4	91.0	4.5	1.0	7.8	1.8	17.1	3.9	10.4	2.4
MA	437.1	300.2	68.7	35.0	8.0	39.1	8.9	62.8	14.4	0.0	0.0
MI	847.8	658.7	77.7	157.7	18.6	20.7	2.4	1.5	0.2	9.2	1.1
MN	507.4	410.2	80.8	65.1	12.8	21.5	4.2	2.8	0.6	7.8	1.5
MS	356.4	250.0	70.1	91.7	25.7	5.4	1.5	0.0	0.0	9.3	2.6
MO	637.7	311.4	48.8	284.8	44.7	28.0	4.4	0.3	0.0	13.1	2.1
MT	245.6	181.0	73.7	46.1	18.8	8.9	3.6	0.0	0.0	9.7	3.9

Table 1: ARRA Surface Transportation Program spending, by state

State	Total (all \$ in M)	Highway System Preservation	%	Highway New Capacity	%	Non- Motorized + Related	%	Transit + Related	%	Other	%
NE	\$229.8	\$182.2	79.3	\$43.0	18.7	\$3.5	1.5	\$0.0	0.0	\$1.2	0.5
NV	216.7	172.7	79.7	32.1	14.8	0.7	0.3	0.3	0.1	10.9	5.0
NH	129.7	83.2	64.1	42.6	32.8	3.7	2.9	0.0	0.0	0.2	0.2
NJ	651.8	619.9	95.1	0.0	0.0	23.6	3.6	0.4	0.1	7.9	1.2
NM	264.1	111.5	42.2	134.5	50.9	15.5	5.9	0.1	0.0	2.6	1.0
NY	1,119.4	805.9	72.0	48.1	4.3	55.5	5.0	181.8	16.2	28.1	2.5
NC	737.6	352.7	47.8	332.5	45.1	30.1	4.1	6.5	0.9	15.8	2.1
ND	177.7	170.7	96.0	0.3	0.2	2.8	1.6	1.6	0.9	2.3	1.3
OH	912.1	489.1	53.6	312.0	34.2	19.9	2.2	8.0	0.9	83.2	9.1
OK	482.8	382.2	79.2	65.9	13.6	19.0	3.9	0.0	0.0	15.8	3.3
OR	326.3	198.6	60.8	20.7	6.3	23.3	7.2	54.7	16.8	29.0	8.9
PA	1,028.6	966.6	94.0	45.3	4.4	16.4	1.6	0.0	0.0	0.3	0.0
RI	137.4	122.4	89.1	0.0	0.0	10.1	7.4	0.3	0.2	4.6	3.3
SC	464.9	357.2	76.8	84.1	18.1	23.3	5.0	0.0	0.0	0.3	0.1
SD	196.4	186.3	94.9	0.0	0.0	9.7	4.9	0.0	0.0	0.4	0.2
TN	599.7	259.7	43.3	306.4	51.1	22.9	3.8	0.5	0.1	10.1	1.7
TX	2,212.1	556.8	25.2	1538.4	69.5	42.9	1.9	4.0	0.2	70.0	3.2
UT	220.1	137.9	62.7	73.9	33.6	8.0	3.6	0.0	0.0	0.4	0.2
VT	125.9	123.7	98.3	0.0	0.0	2.2	1.7	0.0	0.0	0.0	0.0
VA	695.2	303.3	43.6	353.6	51.0	20.1	2.9	3.8	0.5	14.5	2.1
WA	497.2	253.1	50.9	220.6	44.4	14.9	3.0	1.5	0.3	7.2	1.5
WV	211.0	143.1	67.8	61.5	29.2	6.3	3.0	0.0	0.0	0.0	0.0
WI	527.1	387.4	73.5	121.0	23.0	16.6	3.1	0.0	0.0	2.1	0.4
WY	170.9	142.9	83.6	21.7	12.7	1.9	1.1	0.0	0.0	4.4	2.6
Totals	\$26,770.9	\$15,765.2		\$8,971.6		\$1,042.5		\$462.8		\$529.0	
% Total			58.9		33.5		33.5		1.7		2.0

Source: Analysis of state reports to House Transportation and Infrastructure Committee by Charlier Associates, Inc. and Mark Stout.

Table 2: State rankings

Rank	State	% of total road spending allocated to: ³		Percent of roads not in "good" condition	Rank	Percent of funding on public transportation + non-motorized projects	
		System Preservation	New Capacity				
1	Connecticut	100%	0%	66%	1	D. of Columbia	30.2%
	D. of Columbia	100%	0%	99%	2	Oregon	24.0%
	Maine	100%	0%	46%	3	Massachusetts	23.3%
	New Jersey	100%	0%	90%	4	New York	21.2%
	North Dakota	100%	0%	43%	5	Delaware	10.2%
	Rhode Island	100%	0%	82%	6	Connecticut	9.1%
	South Dakota	100%	0%	49%	7	Colorado	8.7%
	Vermont	100%	0%	55%	8	Georgia	8.5%
9	Maryland	99%	1%	58%	9	Rhode Island	7.6%
10	Pennsylvania	96%	4%	67%	10	Kentucky	6.9%
11	New York	94%	6%	65%	11	Indiana	6.4%
12	Iowa	93%	7%	59%	12	Arizona	6.0%
13	Alaska	92%	8%	72%		California	6.0%
	Illinois	92%	8%	54%		Illinois	6.0%
15	Oregon	91%	9%	38%	15	New Mexico	5.9%
16	Massachusetts	90%	10%	53%	16	Maryland	5.7%
17	Wyoming	87%	13%	45%	17	Idaho	5.4%
18	Minnesota	86%	14%	53%	18	Hawaii	5.2%
19	Oklahoma	85%	15%	60%	19	North Carolina	5.0%
20	Nevada	84%	16%	19%		South Carolina	5.0%
21	Indiana	82%	18%	44%	21	South Dakota	4.9%
22	Michigan	81%	19%	49%	22	Minnesota	4.8%
	Nebraska	81%	19%	38%	23	Florida	4.4%
	South Carolina	81%	19%	49%		Missouri	4.4%
25	Montana	80%	20%	24%	25	Oklahoma	3.9%
26	Wisconsin	76%	24%	47%		Tennessee	3.9%
27	Mississippi	73%	27%	58%	27	New Jersey	3.7%
28	West Virginia	70%	30%	58%	28	Montana	3.6%

Table 2: State rankings

Rank	State	% of total road spending allocated to: ³		Percent of roads not in "good" condition	Rank	Percent of funding on public transportation + non-motorized projects	
		System Preservation	New Capacity				
29	New Hampshire	66%	34%	40%	29	Utah	3.6%
30	Utah	65%	35%	49%	30	Iowa	3.5%
31	Alabama	64%	36%	27%	31	Virginia	3.4%
32	Ohio	61%	39%	41%	32	Alabama	3.3%
33	Colorado	60%	40%	56%		Washington	3.3%
34	California	58%	42%	82%	34	Ohio	3.1%
35	Idaho	56%	44%	43%		Wisconsin	3.1%
36	Delaware	55%	45%	56%	36	West Virginia	3.0%
37	Georgia	53%	47%	8%	37	New Hampshire	2.9%
	Washington	53%	47%	47%	38	Michigan	2.6%
39	Missouri	52%	48%	61%	39	North Dakota	2.5%
40	North Carolina	51%	49%	51%	40	Kansas	2.2%
41	Arizona	48%	52%	32%	41	Texas	2.1%
42	Tennessee	46%	54%	29%	42	Alaska	2.0%
	Virginia	46%	54%	54%	43	Maine	1.7%
44	Hawaii	45%	55%	90%		Vermont	1.7%
	New Mexico	45%	55%	36%	45	Pennsylvania	1.6%
46	Louisiana	40%	60%	62%	46	Mississippi	1.5%
47	Texas	27%	63%	59%		Nebraska	1.5%
48	Kentucky	26%	74%	45%	48	Louisiana	1.4%
49	Florida	23%	77%	24%	49	Wyoming	1.1%
50	Arkansas	19%	81%	62%	50	Nevada	0.4%
	Kansas	19%	81%	25%	51	Arkansas	0.0%



Sources

1. Arthur C. Nelson *et al.*, *The Best Stimulus for the Money: Briefing Papers on the Economics of Transportation Spending*, University of Utah's Metropolitan Research Center and Smart Growth America, April 2009. <http://stimulus.smartgrowthamerica.org/484>.
2. ARRA included \$8.4 billion dedicated to state public transportation investments. Because the goal of this report is to ask how states and MPOs spent flexible funds, SGA included in this analysis only projects funded through the flexible ARRA funding.
3. Starting with the figures in Table 1: Percent of road money each state is allocating to:
System Preservation = \$ for System Preservation / (\$ for System Preservation + \$ for New Capacity)
New Capacity = \$ for New Capacity / (\$ for System Preservation + \$ for New Capacity)
4. Starting with the figures in Table 1: Percent of road money each state is allocating to:
System Preservation = \$ for System Preservation / (\$ for System Preservation + \$ for New Capacity)
New Capacity = \$ for New Capacity / (\$ for System Preservation + \$ for New Capacity)
5. Data drawn from "Recovery Act Funds by State and Program as of May 31, 2010" spreadsheet posted on the House Transportation and Infrastructure Committee website: <http://transportation.house.gov/News/PRArticle.aspx?NewsID=852>. A job-hour is simply an hour worked. It is a more meaningful measure of job creation than "job", which gives no information on how long the job lasts.
6. Starting with the figures in Table 1: Percent of road money each state is allocating to:
System Preservation = \$ for System Preservation / (\$ for System Preservation + \$ for New Capacity)
New Capacity = \$ for New Capacity / (\$ for System Preservation + \$ for New Capacity)



Smart Growth America

Making Neighborhoods Great Together

Smart Growth America advocates for people who want to live and work in great neighborhoods. We believe smart growth solutions support thriving businesses and jobs, provide more options for how people get around and make it more affordable to live near work and the grocery store. Our coalition works with communities to fight sprawl and save money. We are making America's neighborhoods great together.

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide. Visit us online at www.smartgrowthamerica.org.

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