KEY FACTS ABOUT ALABAMA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling industry to achieve the growth and productivity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT also found that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty percent of the $128 billion worth of commodities delivered annually from sites in Alabama is transported by trucks on the state's highways. An additional seven percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Alabama motorists $590 million a year in extra vehicle repairs and operating costs – $162 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Alabama $2.8 billion per year, $627 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $12.6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Alabama.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Sixteen percent of Alabama's major roads are in poor or mediocre condition.

- Twenty-five percent of Alabama's bridges are structurally deficient or functionally obsolete.

- Fifty-two percent of Alabama's urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Alabama's highways increased by 45 percent from 1990 to 2007. Alabama's population grew by 15 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,110 traffic fatalities in 2007 in Alabama. A total of 5,604 people died on Alabama's highways from 2003 through 2007.

- In 2007, Alabama had a traffic fatality rate of 1.81 fatalities per 100 million vehicle miles of travel, higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT ALASKA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Fifty-eight percent of the $8 billion worth of commodities delivered annually from sites in Alaska is transported by trucks on the state's highways. Five percent is delivered by a combination of trucks and ships or barges, and two percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Alaska motorists $156 million a year in extra vehicle repairs and operating costs – $324 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Alaska $475 million per year, $758 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $7.9 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Alaska

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty-six percent of Alaska's major roads are in poor or mediocre condition.

- Twenty-seven percent of Alaska's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Alaska's highways increased by 30 percent from 1990 to 2007. Alaska's population grew by 22 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 84 traffic fatalities in 2007 in Alaska. A total of 426 people died on Alaska's highways from 2003 through 2007.

- Alaska's traffic fatality rate of 1.63 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT ARIZONA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-six percent of the $111.3 billion worth of commodities delivered annually from sites in Arizona is transported by trucks on the state's highways. An additional 15 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Arizona motorists $817 million a year in extra vehicle repairs and operating costs – $207 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Arizona $4 billion per year, $833 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $10 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Arizona.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-one percent of Arizona's roads are in poor or mediocre condition.

- Eleven percent of Arizona's bridges are rated as structurally deficient or functionally obsolete.

- Forty-one percent of Arizona's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Arizona's highways increased by 78 percent from 1990 to 2007. Arizona's population grew by 77 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,066 traffic fatalities in 2007 in Arizona. A total of 5,801 people died on Arizona's highways from 2003 through 2007.

- Arizona's traffic fatality rate of 1.69 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT ARKANSAS' ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-five percent of the $92 billion worth of commodities delivered annually from sites in Arkansas is transported by trucks on the state's highways. Two percent is delivered by a combination of trucks and ships or barges, and four percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Arkansas motorists $612 million a year in extra vehicle repairs and operating costs – $302 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Arkansas $2 billion per year, $735 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs. The Federal Highway Trust Fund Guarantees

Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $7.9 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Arkansas.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-two percent of Arkansas' major roads are in poor or mediocre condition.

- Twenty-three percent of Arkansas' bridges are structurally deficient or functionally obsolete.

- Thirty-nine percent of Arkansas' major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Arkansas' highways increased by 58 percent from 1990 to 2007. Arkansas' population grew by 21 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 650 traffic fatalities in 2007 in Arkansas. A total of 3,284 people died on Arkansas' highways from 2003 through 2007.

- Arkansas' traffic fatality rate of 1.96 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT CALIFORNIA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-eight percent of the $923.7 billion worth of commodities delivered annually from sites in California is transported by trucks on the state's highways. An additional 19 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs California motorists $13.5 billion a year in extra vehicle repairs and operating costs – $590 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost California $21 billion per year, $610 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $57 billion has been disbursed from the Highway Trust Fund for road and bridge projects in California.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Sixty-six percent of California's major roads are in poor or mediocre condition.

- Twenty-nine percent of California's bridges are structurally deficient or functionally obsolete.

- Sixty-eight percent of California's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on California's highways increased by 27 percent from 1990 to 2007. California's population grew by 24 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 3,974 traffic fatalities in 2007 in California. A total of 20,988 people died on California's highways from 2003 through 2007.

- California's traffic fatality rate of 1.21 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT COLORADO'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-nine percent of the $93.2 billion worth of commodities delivered annually from sites in Colorado is transported by trucks on the state's highways. An additional 16 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including trucks.

- Driving on roads in need of repair costs Colorado motorists $1 billion a year in extra vehicle repairs and operating costs – $292 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Colorado $3 billion per year, $762 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $8.9 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Colorado.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-two percent of Colorado's major roads are in poor or mediocre condition.

- Seventeen percent of Colorado's bridges are structurally deficient or functionally obsolete.

- Thirty-one percent of Colorado's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Colorado's highways increased by 79 percent from 1990 to 2007. Colorado's population grew by 50 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 554 traffic fatalities in 2007 in Colorado. A total of 2,992 people died on Colorado's highways from 2003 through 2007.

- Colorado's traffic fatality rate of 1.14 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT CONNECTICUT'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion spent for highway construction nationwide, 42,100 jobs are generated annually
- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-five percent of the $82.5 billion worth of commodities delivered annually from sites in Connecticut is transported by trucks on the state's highways. An additional 21 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Driving on roads in need of repair costs Connecticut motorists $857 million a year in extra vehicle repairs and operating costs – $313 per motorist.
- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Motor vehicle crashes cost Connecticut $4 billion per year, $1,100 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $10.7 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Connecticut.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty-seven percent of Connecticut's major roads are in poor or mediocre condition.

- Thirty-four percent of Connecticut's bridges are structurally deficient or functionally obsolete.

- Fifty-eight percent of Connecticut's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Connecticut's highways increased by 22 percent from 1990 to 2007. Connecticut's population grew by seven percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 277 traffic fatalities in 2007 in Connecticut. A total of 1,485 people died on Connecticut's highways from 2003 through 2007.

- Connecticut's traffic fatality rate of 0.86 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT DELAWARE'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-one percent of the $20.4 billion worth of commodities delivered annually from sites in Delaware is transported by trucks on the state's highways. An additional 10 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Delaware motorists $151 million a year in extra vehicle repairs and operating costs – $282 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Delaware $706 million per year, $900 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $2.6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Delaware.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-seven percent of Delaware's major roads are in poor or mediocre condition.

- Sixteen percent of Delaware's bridges are structurally deficient or functionally obsolete.

- Thirty-four percent of Delaware's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Delaware's highways increased by 45 percent from 1990 to 2007. Delaware's population grew by 31 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 117 traffic fatalities in 2007 in Delaware. A total of 682 people died on Delaware's highways from 2003 through 2007.

- Delaware's traffic fatality rate of 1.23 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT FLORIDA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-six percent of the $297 billion worth of commodities delivered annually from sites in Florida is transported by trucks on the state's highways. An additional 13 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Florida motorists $1.7 billion a year in extra vehicle repairs and operating costs – $126 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Florida $14 billion per year, $90 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $26 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Florida.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirteen percent of Florida's major roads are in poor or mediocre condition.

- Sixteen percent of Florida's bridges are structurally deficient or functionally obsolete.

- Forty-seven percent of Florida's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Florida's highways increased by 87 percent from 1990 to 2007. Florida's population grew by 42 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 3,214 traffic fatalities in 2007 in Florida. A total of 16,466 people died on Florida's highways from 2003 through 2007.

- Florida's traffic fatality rate of 1.56 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT GEORGIA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-three percent of the $270.7 billion worth of commodities delivered annually from sites in Georgia is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Georgia motorists $261 million a year in extra vehicle repairs and operating costs – $44 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Georgia $8 billion per year, $959 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $18.8 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Georgia.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty percent of Georgia's bridges are structurally deficient or functionally obsolete.

- Forty-one percent of Georgia's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Georgia's highways increased by 56 percent from 1990 to 2007. Georgia's population grew by 50 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,641 traffic fatalities in 2007 in Georgia. A total of 8,300 people died on Georgia's highways from 2003 through 2007.

- Georgia's traffic fatality rate of 1.46 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT HAWAII'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Fifty-six percent of the $13.5 billion worth of commodities delivered annually from sites in Hawaii is transported by trucks on the state's highways. Seven percent is delivered by a combination of trucks and ships or barges, and six percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Hawaii motorists $431 million a year in extra vehicle repairs and operating costs – $503 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Hawaii $655 million per year, $540 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $4.6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Hawaii.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Seventy-one percent of Hawaii's major roads are in poor or mediocre condition.

- Forty-three percent of Hawaii's bridges are structurally deficient or functionally obsolete.

- Forty-five percent of Hawaii's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Hawaii's highways increased by 28 percent from 1990 to 2007. Hawaii's population grew by 16 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 138 traffic fatalities in 2007 in Hawaii. A total of 716 people died on Hawaii's highways from 2003 through 2007.

- Hawaii's traffic fatality rate of 1.33 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT IDAHO'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-seven percent of the $28.5 billion worth of commodities delivered annually from sites in Idaho is transported by trucks on the state's highways. An additional six percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Idaho motorists $312 million a year in extra vehicle repairs and operating costs – $318 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Idaho $856 million per year, $661 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $4.9 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Idaho.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-five percent of Idaho's major roads are in poor or mediocre condition.

- Nineteen percent of Idaho's bridges are structurally deficient or functionally obsolete.

- Forty percent of Idaho's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Idaho's highways increased by 60 percent from 1990 to 2007. Idaho's population grew by 51 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 252 traffic fatalities in 2007 in Idaho. A total of 1,359 people died on Idaho's highways from 2003 through 2007.

- Idaho's traffic fatality rate of 1.60 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT ILLINOIS' ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-four percent of the $442 billion worth of commodities delivered annually from sites in Illinois is transported by trucks on the state's highways. Two percent is delivered by a combination of trucks and rail, and thirteen percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Illinois motorists $3.3 billion a year in extra vehicle repairs and operating costs – $297 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Illinois $9 billion per year, $723 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $23.6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Illinois.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-four percent of Illinois' major roads are in poor or mediocre condition.

- Sixteen percent of Illinois' bridges are structurally deficient or functionally obsolete.

- Forty-three percent of Illinois' major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Illinois' highways increased by 29 percent from 1990 to 2007. Illinois' population grew by 13 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,249 traffic fatalities in 2007 in Illinois. A total of 6,844 people died on Illinois' highways from 2003 through 2007.

- Illinois' traffic fatality rate of 1.16 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT INDIANA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-seven percent of the $291.5 billion worth of commodities delivered annually from sites in Indiana is transported by trucks on the state's highways. Two percent is delivered by a combination of trucks and rail, and nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Indiana motorists $1.1 billion a year in extra vehicle repairs and operating costs – $242 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Indiana $4.4 billion per year, $715 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $13.7 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Indiana.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-nine percent of Indiana's major roads are in poor or mediocre condition.

- Twenty-three percent of Indiana's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Indiana's highways increased by 33 percent from 1990 to 2007. Indiana's population grew by 15 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 898 traffic fatalities in 2007 in Indiana. A total of 4,516 people died on Indiana's highways from 2003 through 2007.

- Indiana's traffic fatality rate of 1.26 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Indiana, 48 percent of major roads, excluding the Interstate, are two lanes.

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

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KEY FACTS ABOUT IOWA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-one percent of the $115.4 billion worth of commodities delivered annually from sites in Iowa is transported by trucks on the state's highways. An additional five percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Iowa motorists $779 million a year in extra vehicle repairs and operating costs – $383 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Iowa $2.1 billion per year, $719 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $8.1 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Iowa.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty-one percent of Iowa's major roads are in poor or mediocre condition.

- Twenty-six percent of Iowa's bridges are structurally deficient or functionally obsolete.

- Thirty-eight percent of Iowa's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Iowa's highways increased by 36 percent from 1990 to 2007. Iowa's population grew by eight percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 445 traffic fatalities in 2007 in Iowa. A total of 2,165 people died on Iowa's highways from 2003 through 2007.

- Iowa's traffic fatality rate of 1.42 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Iowa, 64 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT KANSAS' ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-three percent of the $95.3 billion worth of commodities delivered annually from sites in Kansas is transported by trucks on the state's highways. An additional six percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Kansas motorists $628 million a year in extra vehicle repairs and operating costs – $318 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Kansas $1.9 billion per year, $701 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon. Since 1956, $7.5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Kansas.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Fifteen percent of Kansas' major roads are in poor or mediocre condition.

- Twenty percent of Kansas' bridges are structurally deficient or functionally obsolete.

- Twenty-five percent of Kansas' major urban highways are congested during peak times.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Kansas' highways increased by 32 percent from 1990 to 2007. Kansas' population grew by 13 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 416 traffic fatalities in 2007 in Kansas. A total of 2,244 people died on Kansas' highways from 2003 through 2007.

- Kansas' traffic fatality rate of 1.38 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT KENTUCKY'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-three percent of the $189.4 billion worth of commodities delivered annually from sites in Kentucky is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Kentucky motorists $535 million a year in extra vehicle repairs and operating costs – $187 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Kentucky $3.1 billion per year, $771 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $10.6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Kentucky.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Nineteen percent of Kentucky's major roads are in poor or mediocre condition.

- Thirty-two percent of Kentucky's bridges are structurally deficient or functionally obsolete.

- Fifty-seven percent of Kentucky's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Kentucky's highways increased by 43 percent from 1990 to 2007. Kentucky's population grew by 16 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 864 traffic fatalities in 2007 in Kentucky. A total of 4,654 people died on Kentucky's highways from 2003 through 2007.

- Kentucky's traffic fatality rate of 1.80 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Kentucky, 31 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT LOUISIANA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Forty percent of the $140 billion worth of commodities delivered annually from sites in Louisiana is transported by trucks on the state's highways. An additional three percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Louisiana motorists $1.2 billion a year in extra vehicle repairs and operating costs – $388 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Louisiana $4 billion per year, $895 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $11.6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Louisiana.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty-four percent of Louisiana's major roads are in poor or mediocre condition.

- Twenty-nine percent of Louisiana's bridges are structurally deficient or functionally obsolete.

- Forty-three percent of Louisiana's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Louisiana's highways increased by 20 percent from 1990 to 2007. Louisiana's population grew by five percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 985 traffic fatalities in 2007 in Louisiana. A total of 4,642 people died on Louisiana's highways from 2003 through 2007.

- Louisiana's traffic fatality rate of 2.17 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT MAINE'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-eight percent of the $32.4 billion worth of commodities delivered annually from sites in Maine is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Maine motorists $251 million a year in extra vehicle repairs and operating costs – $250 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Maine $912 million per year, $715 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $3.4 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Maine.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-nine percent of Maine's major roads are in poor or mediocre condition.

- Thirty-three percent of Maine's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Maine's highways increased by 27 percent from 1990 to 2007. Maine's population grew by seven percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 183 traffic fatalities in 2007 in Maine. A total of 941 people died on Maine's highways from 2003 through 2007.

- Maine's traffic fatality rate of 1.22 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT MARYLAND'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-six percent of the $121.4 billion worth of commodities delivered annually from sites in Maryland is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Maryland motorists $1.6 billion a year in extra vehicle repairs and operating costs – $425 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Maryland $4.2 billion per year, $800 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $12.9 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Maryland.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty-four percent of Maryland's major roads are in poor or mediocre condition.

- Twenty-six percent of Maryland's bridges are structurally deficient or functionally obsolete.

- Fifty-five percent of Maryland's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Maryland's highways increased by 39 percent from 1990 to 2007. Maryland's population grew by 18 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 614 traffic fatalities in 2007 in Maryland. A total of 3,171 people died on Maryland's highways from 2003 through 2007.

- Maryland's traffic fatality rate of 1.09 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT MASSACHUSETTS' ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-two percent of the $201 billion worth of commodities delivered annually from sites in Massachusetts is transported by trucks on the state's highways. An additional 20 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Massachusetts motorists $1.4 billion a year in extra vehicle repairs and operating costs – $301 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Massachusetts $6.3 billion per year, $988 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $16.2 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Massachusetts.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty-one percent of Massachusetts' major roads are in poor or mediocre condition.

- Fifty-one percent of Massachusetts' bridges are structurally deficient or functionally obsolete.

- Thirty-eight percent of Massachusetts' major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Massachusetts' highways increased by 19 percent from 1990 to 2007. Massachusetts' population grew by eight percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 417 traffic fatalities in 2007 in Massachusetts. A total of 2,269 people died on Massachusetts' highways from 2003 through 2007.

- Massachusetts' traffic fatality rate of 0.76 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Massachusetts, 60 percent of major roads, excluding the Interstate, are two lanes.

Data from the U.S Census, the U.S. Department of Transportation, the Federal Highway Administration, the Bureau of Transportation Statistics, the National Highway Traffic Safety Administration and the Texas Transportation Institute was compiled

and analyzed by TRIP, a nonprofit transportation research group based in Washington, D.C. Information is the latest available.

KEY FACTS ABOUT MICHIGAN'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-eight percent of the $388.6 billion worth of commodities delivered annually from sites in Michigan is transported by trucks on the state's highways. Five percent is delivered by a combination of trucks and trail, and seven percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Michigan motorists $2.6 billion a year in extra vehicle repairs and operating costs – $370 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Michigan $8.1 billion per year, $812 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $18.8 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Michigan.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-seven percent of Michigan's major roads are in poor or mediocre condition.

- Twenty-six percent of Michigan's bridges are structurally deficient or functionally obsolete.

- Thirty-nine percent of Michigan's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Michigan's highways increased by 29 percent from 1990 to 2007. Michigan's population grew by eight percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,088 traffic fatalities in 2007 in Michigan. A total of 5,933 people died on Michigan's highways from 2003 through 2007.

- Michigan's traffic fatality rate of 1.04 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT MINNESOTA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-nine percent of the $166.4 billion worth of commodities delivered annually from sites in Minnesota is transported by trucks on the state's highways. An additional 18 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Minnesota motorists $1.1 billion a year in extra vehicle repairs and operating costs – $347 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Minnesota $3.1 billion per year, $623 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $11.1 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Minnesota.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-two percent of Minnesota's major roads are in poor or mediocre condition.

- Twelve percent of Minnesota's bridges are structurally deficient or functionally obsolete.

- Seventy-six percent of Minnesota's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Minnesota's highways increased by 47 percent from 1990 to 2007. Minnesota's population grew by 19 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 504 traffic fatalities in 2007 in Minnesota. A total of 2,781 people died on Minnesota's highways from 2003 through 2007.

- Minnesota's traffic fatality rate of 0.88 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT MISSISSIPPI'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-seven percent of the $95 billion worth of commodities delivered annually from sites in Mississippi is transported by trucks on the state's highways. An additional three percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Mississippi motorists $774 million a year in extra vehicle repairs and operating costs – $394 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Mississippi $2.1 billion per year, $740 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $7.5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Mississippi.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty percent of Mississippi's major roads are in poor or mediocre condition.

- Twenty-five percent of Mississippi's bridges are structurally deficient or functionally obsolete.

- Twenty-eight percent of Mississippi's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Mississippi's highways increased by 78 percent from 1990 to 2007. Mississippi's population grew by 16 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 884 traffic fatalities in 2007 in Mississippi. A total of 4,497 people died on Mississippi's highways from 2003 through 2007.

- Mississippi's traffic fatality rate of 2.04 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT MISSOURI'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-three percent of the $185.4 billion worth of commodities delivered annually from sites in Missouri is transported by trucks on the state's highways. An additional 12 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Missouri motorists $1.7 billion a year in extra vehicle repairs and operating costs – $410 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Missouri $5 billion per year, $847 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $14.2 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Missouri.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-four percent of Missouri's major roads are in poor or mediocre condition.

- Thirty-one percent of Missouri's bridges are structurally deficient or functionally obsolete.

- Forty-four percent of Missouri's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Missouri's highways increased by 36 percent from 1990 to 2007. Missouri's population grew by 16 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 992 traffic fatalities in 2007 in Missouri. A total of 5,707 people died on Missouri's highways from 2003 through 2007.

- Missouri's traffic fatality rate of 1.43 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT MONTANA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.
- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Sixty-seven percent of the $12.5 billion worth of commodities delivered annually from sites in Montana is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Driving on roads in need of repair costs Montana motorists $140 million a year in extra vehicle repairs and operating costs – $195 per motorist.
- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Motor vehicle crashes cost Montana $621 million per year, $688 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $6.4 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Montana.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Eleven percent of Montana's major roads are in poor or mediocre condition.

- Nineteen percent of Montana's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Montana's highways increased by 36 percent from 1990 to 2007. Montana's population grew by 21 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 277 traffic fatalities in 2007 in Montana. A total of 1,282 people died on Montana's highways from 2003 through 2007.

- Montana's traffic fatality rate of 2.45 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT NEBRASKA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty percent of the $61.8 billion worth of commodities delivered annually from sites in Nebraska is transported by trucks on the state's highways. An additional 12 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Nebraska motorists $367 million a year in extra vehicle repairs and operating costs – $278 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Nebraska $1.6 billion per year, $952 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Nebraska.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-four percent of Nebraska's major roads are in poor or mediocre condition.

- Twenty-three percent of Nebraska's bridges are structurally deficient or functionally obsolete.

- Thirty percent of Nebraska's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Nebraska's highways increased by 39 percent from 1990 to 2007. Nebraska's population grew by 13 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 256 traffic fatalities in 2007 in Nebraska. A total of 1,348 people died on Nebraska's highways from 2003 through 2007.

- Nebraska's traffic fatality rate of 1.32 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Nebraska, 78 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT NEVADA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-eight percent of the $40.8 billion worth of commodities delivered annually from sites in Nevada is transported by trucks on the state's highways. An additional 24 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Nevada motorists $362 million a year in extra vehicle repairs and operating costs – $227 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Nevada $1.9 billion per year, $938 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $4.5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Nevada.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirteen percent of Nevada's roads are in poor or mediocre condition.

- Twelve percent of Nevada's bridges are structurally deficient or functionally obsolete.

- Fifty-nine percent of Nevada's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Nevada's highways increased by 117 percent from 1990 to 2007. Nevada's population grew by 116 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 373 traffic fatalities in 2007 in Nevada. A total of 1,995 people died on Nevada's highways from 2003 through 2007.

- Nevada's traffic fatality rate of 1.68 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Nevada, 87 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT NEW HAMPSHIRE'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-three percent of the $31.2 billion worth of commodities delivered annually from sites in New Hampshire is transported by trucks on the state's highways. An additional 27 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs New Hampshire motorists $246 million a year in extra vehicle repairs and operating costs – $250 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost New Hampshire over $1 billion per year, $820 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $3.1 billion has been disbursed from the Highway Trust Fund for road and bridge projects in New Hampshire.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-seven percent of New Hampshire's major roads are in poor or mediocre condition.

- Thirty-two percent of New Hampshire's bridges are structurally deficient or functionally obsolete.

- Fifty-one percent of New Hampshire's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on New Hampshire's highways increased by 37 percent from 1990 to 2007. New Hampshire's population grew by 19 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 129 traffic fatalities in 2007 in New Hampshire. A total of 720 people died on New Hampshire's highways from 2003 through 2007.

- New Hampshire's traffic fatality rate of 0.96 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In New Hampshire, 74 percent of major roads, excluding the Interstate, are two lanes.

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

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KEY FACTS ABOUT NEW JERSEY'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-three percent of the $286.6 billion worth of commodities delivered annually from sites in New Jersey is transported by trucks on the state's highways. An additional 19 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs New Jersey motorists $3.5 billion a year in extra vehicle repairs and operating costs – $596 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost New Jersey $9.3 billion per year, $1,110 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $16.5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in New Jersey.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Seventy-eight percent of New Jersey's major roads are in poor or mediocre condition.

- Thirty-four percent of New Jersey's bridges are structurally deficient or functionally obsolete.

- Sixty-four percent of New Jersey's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on New Jersey's highways increased by 29 percent from 1990 to 2007. New Jersey's population grew by 12 percent from 1990 to 2007.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 724 traffic fatalities in 2007 in New Jersey. A total of 3,722 people died on New Jersey's highways from 2003 through 2007.

- New Jersey's traffic fatality rate of 0.95 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT NEW MEXICO'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.
- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-five percent of the $15 billion worth of commodities delivered annually from sites in New Mexico is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Driving on roads in need of repair costs New Mexico motorists $364 million a year in extra vehicle repairs and operating costs – $279 per motorist.
- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Motor vehicle crashes cost New Mexico $1.4 billion per year, $777 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $6.1 billion has been disbursed from the Highway Trust Fund for road and bridge projects in New Mexico.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-two percent of New Mexico's major roads are in poor or mediocre condition.

- Eighteen percent of New Mexico's bridges are structurally deficient or functionally obsolete.

- Nineteen percent of New Mexico's major urban roads are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on New Mexico's highways increased by 66 percent from 1990 to 2007. New Mexico's population grew by 31 percent from 1990 to 2007.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 413 traffic fatalities in 2007 in New Mexico. A total of 2,345 people died on New Mexico's highways from 2003 through 2007.
- New Mexico's traffic fatality rate of 1.54 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT NEW YORK'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-three percent of the $318.8 billion worth of commodities delivered annually from sites in New York is transported by trucks on the state's highways. An additional 18 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs New York motorists $4.5 billion a year in extra vehicle repairs and operating costs – $405 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost New York $19.5 billion per year, $1,027 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $33 billion has been disbursed from the Highway Trust Fund for road and bridge projects in New York.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty-six percent of New York's major roads are in poor or mediocre condition.

- Thirty-eight percent of New York's bridges are structurally deficient or functionally obsolete.

- Forty-five percent of New York's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on New York's highways increased by 28 percent from 1990 to 2007. New York's population grew by eight percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,333 traffic fatalities in 2007 inner York. A total of 7,202 people died on New York's highways from 2003 through 2007.

- New York's traffic fatality rate of 0.97 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT NORTH CAROLINA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Ninety percent of the $293.6 billion worth of commodities delivered annually from sites in North Carolina is transported by trucks on the state's highways. An additional five percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs North Carolina motorists $1.6 billion a year in extra vehicle repairs and operating costs – $251 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost North Carolina $8.3 billion per year, $1,027 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $15.5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in North Carolina.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-seven percent of North Carolina's major roads are in poor or mediocre condition.

- Twenty-nine percent of North Carolina's bridges are structurally deficient or functionally obsolete.

- Fifty-four percent of North Carolina's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on North Carolina's highways increased by 65 percent from 1990 to 2007. North Carolina's population grew by 39 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,675 traffic fatalities in 2007 in North Carolina. A total of 7,856 people died on North Carolina's highways from 2003 through 2007.

- North Carolina's traffic fatality rate of 1.62 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT NORTH DAKOTA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-nine percent of the $19 billion worth of commodities delivered annually from sites in North Dakota is transported by trucks on the state's highways. An additional eight percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs North Dakota motorists $111 million a year in extra vehicle repairs and operating costs – $238 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost North Dakota $290 million per year, $452 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $4.2 billion has been disbursed from the Highway Trust Fund for road and bridge projects in North Dakota.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-five percent of North Dakota's major roads are in poor or mediocre condition.

- Twenty-two percent of North Dakota's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on North Dakota's highways increased by 33 percent from 1990 to 2007.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 111 traffic fatalities in 2007 in North Dakota. A total of 550 people died on North Dakota's highways from 2003 through 2007.

- North Dakota's traffic fatality rate of 1.42 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In North Dakota, 79 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT OHIO'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-six percent of the $494.3 billion worth of commodities delivered annually from sites in Ohio is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Ohio motorists $1.6 billion a year in extra vehicle repairs and operating costs – $209 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Ohio $11 billion per year, $977 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $22.3 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Ohio.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-five percent of Ohio's major roads are in poor or mediocre condition.

- Twenty-four percent of Ohio's bridges are structurally deficient or functionally obsolete.

- Forty-five percent of Ohio's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Ohio's highways increased by 27 percent from 1990 to 2007. Ohio's population grew by six percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,257 traffic fatalities in 2007 in Ohio. A total of 6,381 people died on Ohio's highways from 2003 through 2007.

- Ohio's traffic fatality rate of 1.14 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Ohio, 29 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT OKLAHOMA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-eight percent of the $77.6 billion worth of commodities delivered annually from sites in Oklahoma is transported by trucks on the state's highways. An additional seven percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Oklahoma motorists $1 billion a year in extra vehicle repairs and operating costs – $457 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Oklahoma $2.6 billion per year, $751 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $8.8 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Oklahoma.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty percent of Oklahoma's major roads are in poor or mediocre condition.

- Thirty-one percent of Oklahoma's bridges are structurally deficient or functionally obsolete.

- Twenty-nine percent of Oklahoma's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Oklahoma's highways increased by 44 percent from 1990 to 2007. Oklahoma's population grew by 16 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 754 traffic fatalities in 2007 in Oklahoma. A total of 3,763 people died on Oklahoma's highways from 2003 through 2007.

- Oklahoma's traffic fatality rate of 1.58 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT OREGON'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-two percent of the $102.6 billion worth of commodities delivered annually from sites in Oregon is transported by trucks on the state's highways. An additional 10 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Oregon motorists $446 million a year in extra vehicle repairs and operating costs – $166 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Oregon $1.9 billion per year, $569 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $8.5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Oregon.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- EIghteen percent of Oregon's major roads are in poor or mediocre condition.

- Twenty-two percent of Oregon's bridges are structurally deficient or functionally obsolete.

- Forty-two percent of Oregon's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Oregon's highways increased by 30 percent from 1990 to 2007. Oregon's population grew by 33 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 455 traffic fatalities in 2007 in Oregon. A total of 2,388 people died on Oregon's highways from 2003 through 2007.

- Oregon's traffic fatality rate of 1.31 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Oregon, 76 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT PENNSYLVANIA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-one percent of the $354.4 billion worth of commodities delivered annually from sites in Pennsylvania is transported by trucks on the state's highways. An additional 12 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Pennsylvania motorists $2.9 billion a year in extra vehicle repairs and operating costs – $346 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Pennsylvania $8.2 billion per year, $665 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $29.6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Pennsylvania.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty-four percent of Pennsylvania's major roads are in poor or mediocre condition.

- Forty-seven percent of Pennsylvania's bridges are structurally deficient or functionally obsolete.

- Thirty-four percent of Pennsylvania's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Pennsylvania's highways increased by 27 percent from 1990 to 2007. Pennsylvania's population grew by five percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,491 traffic fatalities in 2007 in Pennsylvania. A total of 7,699 people died on Pennsylvania's highways from 2003 through 2007.

- Pennsylvania's traffic fatality rate of 1.37 fatalities per 100 million vehicle miles of travel is slightly higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Pennsylvania, 47 percent of major roads, excluding the Interstate, are two lanes.

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

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KEY FACTS ABOUT RHODE ISLAND'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-nine percent of the $21 billion worth of commodities delivered annually from sites in Rhode Island is transported by trucks on the state's highways. An additional 24 percent are delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Rhode Island motorists $353 million a year in extra vehicle repairs and operating costs – $473 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Rhode Island $767 million per year, $732 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $3.9 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Rhode Island.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Sixty-eight percent of Rhode Island's major roads are in poor or mediocre condition.

- Fifty-four percent of Rhode Island's bridges are structurally deficient or functionally obsolete.

- Thirty-seven percent of Rhode Island's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Rhode Island's highways increased by 23 percent from 1990 to 2007. Rhode Island's population grew by five percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 69 traffic fatalities in 2007 in Rhode Island. A total of 424 people died on Rhode Island's highways from 2003 through 2007.
- Rhode Island's traffic fatality rate of 0.80 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT SOUTH CAROLINA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-eight percent of the $143.2 billion worth of commodities delivered annually from sites in South Carolina is transported by trucks on the state's highways. An additional four percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs South Carolina motorists $784 million a year in extra vehicle repairs and operating costs – $262 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost South Carolina $3.3 billion per year, $831 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $8.8 billion has been disbursed from the Highway Trust Fund for road and bridge projects in South Carolina.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-eight percent of South Carolina's major roads are in poor or mediocre condition.

- Twenty-two percent of South Carolina's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on South Carolina's highways increased by 49 percent from 1990 to 2007. South Carolina's population grew by 28 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,066 traffic fatalities in 2007 in South Carolina. A total of 5,210 people died on South Carolina's highways from 2003 through 2007.

- South Carolina's traffic fatality rate of 2.09 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In South Carolina, 45 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT SOUTH DAKOTA ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Fifty-nine percent of the $26.4 billion worth of commodities delivered annually from sites in South Dakota is transported by trucks on the state's highways. An additional 13 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs South Dakota motorists $180 million a year in extra vehicle repairs and operating costs – $319 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost South Dakota $492 million per year, $659 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $4.5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in South Dakota.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-four percent of South Dakota's major roads are in poor or mediocre condition.

- Twenty-five percent of South Dakota's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on South Dakota's highways increased by 29 percent from 1990 to 2007. South Dakota's population grew by 16 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 146 traffic fatalities in 2007 in South Dakota. A total of 923 people died on South Dakota's highways from 2003 through 2007.
- South Dakota's traffic fatality rate of 1.62 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT TENNESSEE'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.
- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Eighty percent of the $286.6 billion worth of commodities delivered annually from sites in Tennessee is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Driving on roads in need of repair costs Tennessee motorists $785 million a year in extra vehicle repairs and operating costs – $180 per motorist.
- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Motor vehicle crashes cost Tennessee $4.6 billion per year, $814 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $13.4 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Tennessee.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Seventeen percent of Tennessee's major roads are in poor or mediocre condition.

- Twenty percent of Tennessee's bridges are structurally deficient or functionally obsolete.

- Forty-three percent of Tennessee's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Tennessee's highways increased by 52 percent from 1990 to 2007. Tennessee's population grew by 27 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,210 traffic fatalities in 2007 in Tennessee. A total of 6,248 people died on Tennessee's highways from 2003 through 2007.

- Tennessee's traffic fatality rate of 1.70 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT TEXAS' ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Sixty-four percent of the $589 billion worth of commodities delivered annually from sites in Texas is transported by trucks on the state's highways. An additional 11 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Texas motorists $4.9 billion a year in extra vehicle repairs and operating costs – $336 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Texas $19.8 billion per year, $948 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $41.2 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Texas.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-two percent of Texas' major roads are in poor or mediocre condition.

- Nineteen percent of Texas' bridges are structurally deficient or functionally obsolete.

- Forty-seven percent of Texas' major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Texas' highways increased by 50 percent from 1990 to 2007. Texas' population grew by 43 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 3,363 traffic fatalities in 2003 in Texas. A total of 17,600 people died on Texas' highways from 2003 through 2007.

- Texas' traffic fatality rate of 1.38 fatalities per 100 million vehicle miles of travel is slightly higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT UTAH'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.
- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Seventy-four percent of the $61.5 billion worth of commodities delivered annually from sites in Utah is transported by trucks on the state's highways. An additional 13 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.
- Driving on roads in need of repair costs Utah motorists $281 million a year in extra vehicle repairs and operating costs – $176 per motorist.
- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Motor vehicle crashes cost Utah $1.6 billion per year, $714 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Utah.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-nine percent of Utah's major roads are in poor or mediocre condition.

- Sixteen percent of Utah's bridges are structurally deficient or functionally obsolete.

- Forty percent of Utah's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Utah's highways increased by 83 percent from 1990 to 2007. Utah's population grew by 59 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 299 traffic fatalities in 2007 in Utah. A total of 1,473 people died on Utah's highways from 2003 through 2007.

- Utah's traffic fatality rate of 1.11 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Utah, 68 percent of major roads, excluding the Interstate, are two lanes.

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

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KEY FACTS ABOUT VERMONT'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-seven percent of the $16.2 billion worth of commodities delivered annually from sites in Vermont is transported by trucks on the state's highways. An additional 14 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Vermont motorists $174 million a year in extra vehicle repairs and operating costs – $308 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Vermont $221 million per year, $362 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $3 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Vermont.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Forty percent of Vermont's major roads are in poor or mediocre condition.

- Thirty-six percent of Vermont's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Vermont's highways increased by 32 percent from 1990 to 2007. Vermont's population grew by 10 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 66 traffic fatalities in 2007 in Vermont. A total of 393 people died on Vermont's highways from 2003 through 2007.

- Vermont's traffic fatality rate of 0.86 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT VIRGINIA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Eighty-four percent of the $164.6 billion worth of commodities delivered annually from sites in Virginia is transported by trucks on the state's highways. An additional nine percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Virginia motorists $1.3 billion a year in extra vehicle repairs and operating costs – $249 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Virginia $5.2 billion per year, $735 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $16.7 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Virginia.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Twenty-three percent of Virginia's major roads are in poor or mediocre condition.

- Twenty-six percent of Virginia's bridges are structurally deficient or functionally obsolete.

- Thirty-three percent of Virginia's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Virginia's highways increased by 36 percent from 1990 to 2007. Virginia's population grew by 26 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 1,027 traffic fatalities in 2007 in Virginia. A total of 4,805 people died on Virginia's highways from 2003 through 2007.

- Virginia's traffic fatality rate of 1.25 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT WASHINGTON'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Fifty-one percent of the $177.4 billion worth of commodities delivered annually from sites in Washington is transported by trucks on the state's highways. An additional 10 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Washington motorists $1.2 billion a year in extra vehicle repairs and operating costs – $266 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Washington $5.3 billion per year, $901 for each resident, in medical costs, lost productivity, travel delay, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $14.3 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Washington.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-three percent of Washington's major roads are in poor or mediocre condition.

- Twenty-six percent of Washington's bridges are structurally deficient or functionally obsolete.

- Twenty-seven percent of Washington's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Washington's highways increased by 27 percent from 1990 to 2007. Washington's population grew by 35 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 568 traffic fatalities in 2007 in Washington. A total of 3,008 people died on Washington's highways from 2003 through 2007.
- Washington's traffic fatality rate of 1.00 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

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KEY FACTS ABOUT WEST VIRGINIA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-four percent of the $38.5 billion worth of commodities delivered annually from sites in West Virginia is transported by trucks on the state's highways. Two percent is delivered by a combination of trucks and rail, and four percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs West Virginia motorists $371 million a year in extra vehicle repairs and operating costs – $280 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost West Virginia $1.2 billion per year, $701 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $8.6 billion has been disbursed from the Highway Trust Fund for road and bridge projects in West Virginia.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-seven percent of West Virginia's major roads are in poor or mediocre condition.

- Thirty-seven percent of West Virginia's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on West Virginia's highways increased by 33 percent from 1990 to 2007.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 431 traffic fatalities in 2007 in West Virginia. A total of 2,020 people died on West Virginia's highways from 2003 through 2007.

- West Virginia's traffic fatality rate of 2.10 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In West Virginia, 64 percent of major roads, excluding the Interstate, are two lanes.

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

KEY FACTS ABOUT WISCONSIN'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-nine percent of the $217.5 billion worth of commodities delivered annually from sites in Wisconsin is transported by trucks on the state's highways. An additional 10 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs Wisconsin motorists $1.1 billion a year in extra vehicle repairs and operating costs – $281 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost Wisconsin $3.8 billion per year, $700 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $11.1 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Wisconsin.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty percent of Wisconsin's major roads are in poor or mediocre condition.

- Fifteen percent of Wisconsin's bridges are structurally deficient or functionally obsolete.

- Twenty-five percent of Wisconsin's major urban highways are congested.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Wisconsin's highways increased by 34 percent from 1990 to 2007. Wisconsin's population grew by 15 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 756 traffic fatalities in 2007 in Wisconsin. A total of 3,935 people died on Wisconsin's highways from 2003 through 2007.

- Wisconsin's traffic fatality rate of 1.27 fatalities per 100 million vehicle miles of travel is lower than the national average of 1.36.
- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

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

KEY FACTS ABOUT WYOMING'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.
- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.
- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.
- Forty-seven percent of the $12 billion worth of commodities delivered annually from sites in Wyoming is transported by trucks on the state's highways.
- Driving on roads in need of repair costs Wyoming motorists $88 million a year in extra vehicle repairs and operating costs – $230 per motorist.
- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.
- Motor vehicle crashes cost Wyoming $424 million per year, $859 for each resident, in medical costs, lost productivity, travel delays, workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

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- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $4.5 billion has been disbursed from the Highway Trust Fund for road and bridge projects in Wyoming.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Eighteen percent of Wyoming's major roads are in poor or mediocre condition.

- Twenty-two percent of Wyoming's bridges are structurally deficient or functionally obsolete.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

- Vehicle travel on Wyoming's highways increased by 61 percent from 1990 to 2007. Wyoming's population grew by 17 percent between 1990 and 2008.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 150 traffic fatalities in 2007 in Wyoming. A total of 844 people died on Wyoming's highways from 2003 through 2007.

- Wyoming's traffic fatality rate of 1.60 fatalities per 100 million vehicle miles of travel is higher than the national average of 1.36.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In Wyoming, 94 percent of major roads, excluding the Interstate, are two lanes.

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

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KEY FACTS ABOUT AMERICA'S ROAD AND BRIDGE CONDITIONS AND FEDERAL FUNDING

Updated March 2009

The nation's roads and highways are the backbone of the U.S. transportation system, allowing Americans to travel approximately 3 trillion miles annually. Americans depend on good roads in their communities to commute to work, to carry out everyday errands and to enjoy recreational activities. Businesses rely on a smooth and efficient transportation system to move goods throughout the nation and around the globe.

But there are problems on our nation's roads, highways and bridges. With traffic congestion worsening and road and bridge deterioration continuing, the U.S. Department of Transportation estimates that the current backlog of unfunded but needed road, highway and bridge repairs and improvements is $495 billion.

In 2009, Congress will be required to reauthorize the current long-term federal surface transportation program -- the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU). This legislation will have a significant impact on the future condition and traffic congestion levels of the nation's key roads, bridges and highways.

Federal Funding for Our Nation's Road and Bridge System Generates Jobs; Making Needed Highway Improvements Assures Economic Security

- Our nation's highways, transit systems, railroads, airports, ports and inland waterways drive our economy, enabling all industries to achieve the growth and prosperity that have made America strong and prosperous.

- A U.S. Department of Transportation (USDOT) study concludes that for each $1 billion of federal spending on highway construction nationwide, nearly 28,000 jobs are generated annually.

- The USDOT study also states that every dollar invested in the nation's highway system yields $5.40 in economic benefits in reduced delays, improved safety and lower vehicle operating costs.

- Seventy-four percent of the $8.4 trillion worth of commodities delivered annually from sites in the U.S. is transported by trucks on the state's highways. One percent is delivered by a combination of trucks, rail, ships or barges, and 12 percent is delivered by parcel, U.S. Postal Service or courier, which use multiple modes, including highways.

- Driving on roads in need of repair costs U.S. motorists $67 billion a year in extra vehicle repairs and operating costs – $335 per motorist.

- Traffic congestion costs American motorists $78.2 billion a year in wasted time and fuel costs. Americans spend 4.2 billion hours a year stuck in traffic.

- Motor vehicle crashes cost the U.S. $230 billion per year, $819 for each resident, in medical costs, lost productivity, travel delays workplace costs, insurance costs and legal costs.

The Federal Highway Trust Fund Guarantees Funding Needed for Our Nation's Roads and Bridges

- The Federal Highway Trust Fund was established by the Federal-Aid Highway and the Highway Revenue Acts of 1956 to provide revenue needed to help build and improve the Interstate System and roads and bridges that are eligible for federal aid.

- The Federal Highway Trust Fund is funded by a federal gasoline tax of 18.4 cents per gallon and a federal diesel tax of 24.4 cents per gallon.

- The Highway Trust Fund consists of a highway account, which receives 15.44 cents per gallon of the gasoline tax, a mass transit account, which receives 2.86 cents per gallon, and a Leaking Underground Storage Tank Trust Fund, which receives 0.1 cent per gallon. The highway trust fund is designed to finance road and bridge and mass transit improvements on a pay-as-you-go basis. Its expenditures by law cannot exceed its income.

- Since 1956, $634 billion has been disbursed from the Highway Trust Fund for road and bridge projects nationwide.

Current Road and Bridge Conditions, Travel Trends and Traffic Congestion

- Thirty-three percent of America's major roads are in poor or mediocre condition.

- Twenty-five percent of America's bridges are structurally deficient or functionally obsolete.

- Forty-four percent of America's major urban highways are congested.

- Vehicle travel on America's highways increased by 41 percent from 1990 to 2007, while new road mileage increased by only four percent. The nation's population grew by 22 percent from 1990 to 2008.

- Americans rely almost exclusively on motor vehicles for mobility. Travel in private vehicles accounts for 88 percent of all person miles of travel. Air travel accounts for eight percent of all person miles of travel, while transit (including buses and trains) accounts for one percent.

Roadway Improvements Can Save Lives, Reduce Accidents and Relieve Congestion

- Roadway conditions are a significant factor in approximately one-third of traffic fatalities. There were 41,059 traffic fatalities in 2007 in the U.S. A total of 212,423 people died on U.S. highways from 2003 through 2007.

- The national traffic fatality rate is 1.36 fatalities per 100 million vehicle miles of travel.

- Where appropriate, highway improvements such as removing or shielding obstacles, adding or improving medians, widening lanes and shoulders, upgrading roads from two lanes to four lanes, and improving road markings and traffic signals can reduce traffic fatalities and accidents and improve traffic flow to help relieve congestion.

- According to a study conducted by the Federal Highway Administration, $100 million spent on highway safety improvements will save 145 lives over a 10-year period.

- Nationwide, 76 percent of all fatal crashes occur on two-lane roads while only 14 percent of fatal crashes occur on roads with four or more lanes. In the U.S., 55 percent of major roads, excluding the Interstate, are two lanes.

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

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