

A Blueprint for Economic Growth:

The Impacts of Doubling Pennsylvania's Annual Transportation Capital Investment

- **Jobs**
- **Economic Output**
- **State Tax Revenues**

June 2010

About the ARTBA Transportation Development Foundation

This report was prepared for the American Road & Transportation Builders Association Transportation Development Foundation (ARTBA-TDF) by a team led by ARTBA Vice President of Policy & Senior Economist Alison Premo Black. The Foundation was established in 1985 as a 501(c)3 tax-exempt entity to support research, education and public awareness programs relating to transportation development in the United States.

The Foundation supports a wide array of programs and activities including: the National Work Zone Safety Information Clearinghouse; the Highway Workers Memorial Scholarship Program; the Transportation Builder Institute, which offers executive education and safety training; economic and research reports; the permanent Transportation Exhibition at the Smithsonian's National Museum of American History and annual awards programs recognizing best practices, innovation, community service and environmental stewardship.

The ARTBA-TDF's Federal Tax Identification Number is 52-6283894. Corporate and personal contributions to the Foundation may be tax deductible.

A Blueprint for Growth: The Impacts of Doubling Pennsylvania's Transportation Capitol Investment© ARTBA Transportation Development Foundation. 2010

A Blueprint for Economic Growth:

The Economic Impacts of Doubling Pennsylvania’s Annual Transportation Construction Investment

Table of Contents

Executive Summary.....	7
Pennsylvania’s Transportation Construction Industry.....	11
The Return on Investment That Keeps Recurring.....	15
Economic Benefits Well Documented	16
The Economic Impacts of Doubling Pennsylvania’s Annual Investment in Transportation Construction on 19 of the State’s Major Industry Sectors	21
Agriculture, forestry, fishing, and hunting.....	23
Mining	24
Utilities.....	25
Construction.....	26
Manufacturing	27
Wholesale trade.....	28
Retail trade.....	29
Transportation and warehousing.....	30
Information services	31
Finance and insurance	32
Real estate and rental and leasing.....	33
Professional and technical services	34
Management of companies and enterprises.....	35
Administrative and waste services	36
Educational services.....	37
Health care and social assistance	38
Arts, entertainment, and recreation.....	39
Accommodation and food services.....	40
Other services	41
Pennsylvania Counties Transportation Facts.....	43
Adams County, Pennsylvania	45
Allegheny County, Pennsylvania	46

Armstrong County, Pennsylvania.....	47
Beaver County, Pennsylvania.....	48
Bedford County, Pennsylvania.....	49
Berks County, Pennsylvania.....	50
Blair County, Pennsylvania.....	51
Bradford County, Pennsylvania.....	52
Bucks County, Pennsylvania.....	53
Butler County, Pennsylvania.....	54
Cambria County, Pennsylvania.....	55
Cameron County, Pennsylvania.....	56
Carbon County, Pennsylvania.....	57
Centre County, Pennsylvania.....	58
Chester County, Pennsylvania.....	59
Clarion County, Pennsylvania.....	60
Clearfield County, Pennsylvania.....	61
Clinton County, Pennsylvania.....	62
Columbia County, Pennsylvania.....	63
Crawford County, Pennsylvania.....	64
Cumberland County, Pennsylvania.....	65
Dauphin County, Pennsylvania.....	66
Delaware County, Pennsylvania.....	67
Elk County, Pennsylvania.....	68
Erie County, Pennsylvania.....	69
Fayette County, Pennsylvania.....	70
Forest County, Pennsylvania.....	71
Franklin County, Pennsylvania.....	72
Fulton County, Pennsylvania.....	73
Greene County, Pennsylvania.....	74
Huntingdon County, Pennsylvania.....	75
Indiana County, Pennsylvania.....	76
Jefferson County, Pennsylvania.....	77
Juniata County, Pennsylvania.....	78
Lackawanna County, Pennsylvania.....	79

Lancaster County, Pennsylvania	80
Lawrence County, Pennsylvania	81
Lebanon County, Pennsylvania	82
Lehigh County, Pennsylvania	83
Luzerne County, Pennsylvania	84
Lycoming County, Pennsylvania.....	85
McKean County, Pennsylvania	86
Mercer County, Pennsylvania	87
Mifflin County, Pennsylvania	88
Monroe County, Pennsylvania	89
Montgomery County, Pennsylvania.....	90
Montour County, Pennsylvania	91
Northampton County, Pennsylvania.....	92
Northumberland County, Pennsylvania.....	93
Perry County, Pennsylvania	94
Philadelphia County, Pennsylvania	95
Pike County, Pennsylvania	96
Potter County, Pennsylvania.....	97
Schuylkill County, Pennsylvania	98
Snyder County, Pennsylvania.....	99
Somerset County, Pennsylvania.....	100
Sullivan County, Pennsylvania	101
Susquehanna County, Pennsylvania	102
Tioga County, Pennsylvania	103
Union County, Pennsylvania	104
Venango County, Pennsylvania.....	105
Warren County, Pennsylvania.....	106
Washington County, Pennsylvania	107
Wayne County, Pennsylvania.....	108
Westmoreland County, Pennsylvania	109
Wyoming County, Pennsylvania	110
York County, Pennsylvania.....	111
Methodology and Sources	113

The Economic Impacts of Doubling Pennsylvania's Annual Transportation Construction Investment

Executive Summary

This report is the first ever to examine how public investments in Pennsylvania's transportation infrastructure stimulate business activity and government revenues throughout the Commonwealth. The assumes that the value of contract awards by the Pennsylvania DOT doubles to a lettings program of about \$5 billion. This study examines the impact of an increase of \$2.5 billion in additional ongoing transportation construction work and capital outlays to the current baseline – we assume that the increase in lettings has ramped up over time and the annual program of ongoing work for all Pennsylvania DOT highway and bridge projects is valued at approximately \$5 billion.

We utilized the sophisticated “Regional Input-Output Modeling System” (RIMS II) developed by the U.S. Department of Commerce to track the complex money flows and interactions that occur between the state's diverse business sectors. This, in tandem with data from the U.S. Census Bureau's “County Business Patterns” report, allows us to forecast how an additional \$2.5 billion sustained annual investment in transportation construction work would impact the output of 20 key business sectors within the Commonwealth.

The results show the unique and synergistic nature of transportation capital investments—how they trigger immediate economic activity that creates and sustains jobs and tax revenues, yet yield long-lived capital assets that facilitate economic activity for many decades to come by providing access to jobs, services, materials and markets.

Most importantly, the results strongly suggest that such an investment should be a fundamental component of any plan to grow the state's economy and boost its future competitiveness in regional, national and international markets.

In summary, we forecast that a sustained \$2.5 billion annual increase in highway and bridge construction work in Pennsylvania will...

- ❖ Boost the state's total economic output by \$6.5 billion, or 1.18 percent, to \$559.8 billion.
- ❖ Create and sustain an additional 50,091 new jobs throughout the state's economy, with a total annual payroll of \$2 billion.
- ❖ Generate and sustain \$19.4 million in state payroll tax collections and \$61.4 million in state income tax revenue.
- ❖ Increase "value added" to the Pennsylvania economy, which measures the total value of output less the price of inputs, by \$3.3 billion.
- ❖ After the construction sector, the biggest economic impacts from the investment would be seen in Pennsylvania's manufacturing (\$1.1 billion increase in output and 4,051 new jobs) and retail (5,174 new jobs) sectors.

This report provides:

- ❖ A concise, current economic profile of the Pennsylvania transportation construction industry.
- ❖ An economic "snapshot" of 20 key business sectors in the Commonwealth and how they would be impacted by a sustained \$2.5 billion increase in annual state transportation construction investment.
- ❖ A first-ever "transportation conditions and indicators" profile for each of the Commonwealth's 67 counties.

This research was conducted for the ARTBA Transportation Development Foundation by a team led by Alison Premo Black, vice president of policy and senior economist for the American Road & Transportation Builders Association in Washington, D.C. Ms. Black, an economic doctoral candidate at The George Washington University in the Nation's Capital, holds an M.A. in International Economics and Latin American Studies from the Johns Hopkins School of Advanced International Studies. She graduated magna cum laude from Syracuse University, where she was a member of Phi Beta Kappa and the Golden Key Honors Society, with majors in International Relations, Latin American Studies and Spanish. Prior to joining ARTBA in 2000, Ms. Black worked as an economic analyst for the Embassy of the Republic of Korea in Washington, D.C., and as a researcher in the Trade Unit of the Organization of American States. She has led teams and authored numerous studies examining state transportation funding and investment patterns.

The Keystone State's Keystone Business Sector:

Pennsylvania's Transportation Construction Industry

The firms and public agencies that design, build, maintain and manage the Commonwealth of Pennsylvania's transportation infrastructure network— together with those who manufacturer and produce the equipment, materials, supplies and services necessary for their work—comprise the Pennsylvania transportation construction industry. Its impacts on the state's economy are enormous:

- ❖ **Annual Output Value**—The annual value¹ of capital outlays on state administered highways and bridges is approximately \$2.65 billion. This represents the value of work completed during the year on highway and bridge projects, as reported by the Pennsylvania Department of Transportation to the Federal Highway Administration (FHWA), and does not include routine maintenance. This is not a measure of contract awards, but rather the *sustained level* of ongoing work. This is the value of work on capital outlays during the year, regardless of when a project was awarded or when work began. To put this amount in perspective, this is larger than the annual output of Pennsylvania's performing arts sector (\$2.1 billion), oil and gas extraction industry (\$1.1 billion) and motion picture and sound recording industries (\$463.5 million).
- ❖ **Annual Contribution to State GDP**—As the money invested in transportation construction industry employment and purchases for these capital outlays moves through the Commonwealth's economy, it generates more than \$6.9 billion in total annual economic activity for the state—over 1.2 percent of the Pennsylvania's Gross Domestic Product (GDP). This is larger than the annual GDP for 149 metropolitan areas in the U.S., including the Pennsylvania cities of Williamsport, Johnstown, Altoona and State College.

¹ Capital outlay and maintenance information is reported annually to FHWA by Pennsylvania DOT and is published in the Highway Statistics series. The estimate of \$2.65 billion is an average of reported capital outlays of \$2.5 billion in 2007 and \$2.8 billion in 2008, the latest year information was available. Capital outlays includes revenues from Pennsylvania state sources as well as federal aid funds.

- ❖ **Creating & Sustaining Pennsylvania Jobs**—All levels of transportation construction in Pennsylvania supports the equivalent 148,669 full-time jobs. This includes 74,062 direct jobs in transportation construction and related-activities and 74,607 jobs induced, or sustained, by transportation construction industry employee, firm and agency spending throughout the state’s economy.

To put the industry’s impact on Pennsylvania employment in context, it directly provides more Pennsylvania jobs than direct employment by the state’s food manufacturers (68,470), automobile dealers (57,325), plastics and rubber product manufacturers (42,723), motor vehicle, transportation and parts manufacturers (42,777), primary metal and steel manufacturing (42,002), mining, quarrying, and oil and gas extractor firms (21,074), beverage and tobacco product manufacturers (7,167) and petroleum and coal products manufacturers (6,403), among others.

- **Contributions to Pennsylvania Payroll & Taxes**—Transportation construction activity in Pennsylvania generate \$7.01 billion annually in direct and induced wages. These workers contribute an estimated \$68 million each year in state payroll tax revenue and an additional \$536.5 million in federal payroll taxes. They generate approximately \$259.4 million in state income tax revenue.

But that is only a small part of the picture. Without the infrastructure built, maintained and managed by the Pennsylvania’s transportation construction industry, *virtually all of the major industry sectors that comprise the Pennsylvania economy—and the American jobs they sustain—would not exist or could not function.*

Dependent Employment—The simple fact is that more than 3.3 million Pennsylvania jobs in just tourism, manufacturing, transportation and warehousing, agriculture and forestry, mining, retailing and wholesaling alone *are fully dependent on the work done by the state’s transportation construction industry.* These dependent industries provide a total payroll in excess of \$114.6 billion and their employees contribute more than \$9.9 billion annually in state and federal payroll taxes, and an estimated \$3.5 billion in state income taxes.

Scope of the Pennsylvania Transportation Construction Industry

The U.S. Census Bureau maintains a national database of all businesses establishments in the United States, organized under the North American Industry Classification System (NAICS). The NAIS is used by government and business to classify individual businesses by the type of economic activity they conduct. Each firm selects its own NAICS designation, choosing a six-digit code that allows the firm to be correctly classified by specialty type under an umbrella of 20 major industry sector categories. Through this rich database, we are able to quantify the number of firms, down to the county level, that conduct certain business activities within a state.

According to U.S. Census Bureau data, there are more than 47,000 individual business establishments and public agencies directly involved, at least partially, in transportation infrastructure design, construction or management activities in the Commonwealth of Pennsylvania. They include:

- ❖ **638 highway and bridge contractor firms** that employ 13,331 men and women full-time
- ❖ **29,129 general construction firms** whose transportation work supports 9,753 full-time jobs
- ❖ **12,327 design and engineering firms** whose transportation work supports 1,598 full-time jobs
- ❖ **116 asphalt manufacturing firms** whose transportation project sales support 429 full-time jobs
- ❖ **344 aggregate and materials firms** whose transportation market sales support 987 full-time jobs
- ❖ **333 cement and concrete firms** whose transportation project sales support 604 full-time jobs

- ❖ **4,600 construction equipment manufacturing, sales, rental and maintenance firms** whose transportation market sales support 445 full-time jobs; and
- ❖ **69 traffic safety and control device manufacturers or distributors** whose transportation market sales support 90 full-time jobs.
- ❖ **Almost 41,000 Pennsylvanians are employed full-time by federal, state or local transportation agencies**, including transit workers, county and state engineers and DOT employees.

The Return on Investment That Keeps Recurring

One of the most attractive benefits of major public investments in transportation infrastructure is they create tangible capital assets that are long-lived. In addition to creating jobs and generating tax revenues throughout the economy during the construction cycle, these investments provide infrastructure improvements that foster and facilitate continuing economic growth over many years beyond the initial investment.

The greatest long-term economic returns can often be found in strategic investments that facilitate business activity. Infrastructure investments aimed at reducing traffic congestion or providing faster point-to-point travel, for example, can increase productivity by reducing travel time.

A 2004 study by Cambridge Systematics and the Battelle Memorial Institute identified eight major highway interchange traffic bottlenecks in Pennsylvania that were causing 4.3 million hours of delay annually for trucks in just the Philadelphia and Pittsburgh areas alone. Mitigating or eliminating those bottlenecks would save billions of dollars in lost productivity and motor fuel that would benefit the Commonwealth. Such work would also significantly reduce unnecessary motor vehicle emissions.

Investments in multi-modal new capacity for “Critical Commerce Corridors” like “truck only” lanes, intermodal connectors and freight transfer facilities would provide long-term economic benefits for many areas of the Commonwealth.

The Federal Highway Administration’s National Bridge Inventory shows 14,000 bridges in the Pennsylvania need major rehabilitation, widening or replacement at a cost of \$9.9 billion. The imposition of a weight restrictions, closure, or collapse of a single bridge also all have productivity and cost impacts for businesses and the public. Avoiding those costs by preserving existing assets is well worth the investment.

What would an additional \$2.5 billion per year investment in transportation infrastructure make possible in Pennsylvania? Consider the possibilities.

While there is no single answer to the question, “How much does it cost to build a mile of road?” some states, like Florida, have developed cost models to guide planning for their highway construction program. These models provide a “ballpark figure” for various kinds of highway improvements. Here are some examples:

- ❖ Construct a new 2-lane undivided road: approximately \$2-\$3 million per mile in rural areas; \$4-5 million in urban areas
- ❖ Construct a new 4-lane highway: approximately \$4-\$6 million per mile in rural and suburban areas; \$8-\$10 million per mile in urban areas
- ❖ Construct a new 6-lane Interstate highway: approximately \$7 million per mile in rural areas; \$12 million or more per mile in urban areas
- ❖ Mill and resurface a 4-lane road: approximately \$1.25 million per mile
- ❖ Expand an Interstate Highway from 4 lanes to 6 lanes: \$4 million per mile.

Economic Benefits Well Documented

The economic benefits of highway investment to private sector productivity and economic activity are well documented in the economics literature. There are numerous studies that have found a positive correlation between transportation infrastructure investment and economic development. Although exact impact of the investment has varied among studies, the fact that there is a positive relationship is widely accepted.²

In addition to the direct employment supported by highway construction activities, as described in this report, there are also direct user benefits, such as time savings and safety improvements, as well as gains in industry productivity.³

² Economic studies have found output elasticities ranging from as high as 0.56 (Aschauer 1989) to a low of 0.04 (Garcia-Mila and McGuire 1992). This means that a one percent increase in highway investment would result in between 0.04 to 0.56 percent increase in output. Most of this variation is because studies have a different focus- looking at different types of investment measures and output at either the national, state or county lev. el

³ U.S. Department of Transportation, *Productivity and the Highway Network: A Look at the Economic Benefits to Industry from Investment in the Highway Network*.

A study by Dr. Alicia Munnell of the Federal Reserve Bank of Boston concluded that states that invested more in infrastructure tended to have greater output, more private investment and more employment growth.⁴ Her work found that a one percent increase in public capital would raise national output by 0.15 percent⁵. She further notes that the major impact of public capital output is from investment in highways and water and sewer systems. Other public capital investments, such as school buildings and hospitals, had virtually no measureable impact on private production.⁶ Munnell also concludes that public capital and infrastructure investment have a significant positive impact on a state's private employment growth and private sector output.

Additional studies have found that transportation infrastructure investments have an impact on the attractiveness of local communities, which helps determine local economic activity and land values. In general, most studies find that locations close to large transportation infrastructure investment have higher land values.⁷

M. Ishaq Nadiri of New York University and the National Bureau of Economic Research and Theofanis P. Mamuneas of New York University find significant cost structure and productivity performance impacts on the U.S. manufacturing industry as a result of highway investment. Their work shows that the rate of return on highway investment can be greater than private investment.

Some major findings include⁸:

- ❖ Over the period 1950 to 1989, U.S. industries realized production cost savings averaging 18 cents annually for each dollar invested in the road system.

⁴ Munnell, Alicia, *How Does Public Infrastructure Affect Regional Economic Performance*, New England Economic Review, September/October 1990

⁵ Munnell's elasticity for private capital is 0.31, so that a one percent increase in private capital would raise national output by 0.31 percent. This is in line with other studies of returns from private capital investment.

⁶ Munnell says she is not implying that government-provided education and health services have no effect on productivity, but rather "the stock of buildings ... may not be the best indicator of the quality of education services; teachers' salaries, for example, might be a better measure."

⁷ A synopsis of these studies are available in the Transportation Research Board's *Expanding Metropolitan Highways: Implications for Air Quality and Energy Use – Special Report 245*, 1995

⁸ Summary provided by U.S. Department of Transportation, *Productivity and the Highway Network: A Look at the Economic Benefits to Industry from Investment in the Highway Network*.

- ❖ Investments in non-local roads yield even higher production cost savings – estimated at 24 cents for each dollar of investment.
- ❖ Although the impact of highway investment on productivity has declined since the early 1970s and the initial construction of the Interstate, evidence suggests that highway infrastructure investments more than pay for themselves in terms of industry cost savings.
- ❖ The highway network’s contribution to economic productivity growth was between 7 and 8 percent over the time period 1980 to 1989.
- ❖ The net social rate of return on investment in the non-local road system during the 1980s was 16 percent, and the rate of return for the entire road network was 10 percent.⁹
- ❖ This rate of return was significantly higher than the prevailing rate of return on private capital and the long-term interest rate during this time period.
- ❖ The higher return to highway capital is due to its network feature, since the benefits are shared by all industries.
- ❖ The transportation construction industry in Pennsylvania not only provides the infrastructure to keep the state moving, it also serves as an engine of economic growth and job creation for the entire state economy.

⁹ The net social rate of return is an estimate of the benefits to private industries derived from the shared use of public highways.

Economic Impact of \$2.5 Billion Transportation Investment in Pennsylvania			
Year	Current Value	Impact of \$2.5 billion investment	New Value
Total Output	\$553.3 billion	\$6.5 billion	\$559.8 billion
Earnings	\$208.0 billion	\$2.0 billion	\$210.0 billion
Employment	5,195,818 jobs	50,091 jobs	5,245,909 jobs
Value Added		\$3.5 billion	

Source: U.S. Bureau of Economic Analysis and U.S. Census Bureau RIMS, County Business Patterns

Output by the Pennsylvania manufacturing industry would increase by over \$1 billion as a result of the highway and bridge construction investment. Other industries that would increase output by over \$250 million include real estate (\$369.5 million), retail trade (\$345.3 million), finance and insurance (\$327.3 million), professional and technical services (\$320.3 million) and health care (\$283.8 million). An estimated 50,091 jobs would be created throughout the Pennsylvania economy, including approximately 5,174 jobs in retail trade and 4,051 jobs in manufacturing.

Pennsylvania Transportation Construction Employment			
Category	Number	U.S. Ranking	% of National Industry Total
Direct Employment	74,062 people	26	1.3%
Induced Employment	74,607 people	26	1.3%
Total Employment	148,669 people	26	1.3%
Total Payroll	\$7.01 billion	24	1.4%
Total Federal Payroll Taxes Paid	\$536.5 million	24	1.4%
Total State Payroll Taxes Paid	\$68.0 million	14	2.3%
Total State Income Taxes Paid	\$259.4 million	n/a	n/a

The Economic Impacts of Doubling Pennsylvania's Annual Investment in Transportation Construction on 19 of the State's Major Industry Sectors

Agriculture, forestry, fishing, and hunting

Sector Overview

Agriculture, forestry, fishing, and hunting output in Pennsylvania totaled \$3.45 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 0.6% of the state's \$533 billion gross state product. This sector includes 8,170 establishments and sole proprietorships with an existing payroll valued at \$533.91 million. These businesses contribute an estimated \$46.02 million in state and federal payroll taxes and \$16.39 million in state income tax.

Agriculture, forestry, fishing, and hunting	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$3.45 billion	19	0.6%
Establishments	8,170 businesses	15	0.9%
Employment	10,545 people	19	0.2%
Payroll	\$533.91 million	19	0.2%
State Payroll Tax Contribution	\$5.18 million	19	0.2%
Federal Tax Contribution	\$40.84 million	19	0.2%
State Income Tax Contribution	\$16.39 million	19	0.2%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 434 jobs. Total industry payroll would increase by \$5.75 million, reaching approximately \$539.66 million. Output would increase by \$43.75 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$14.75 million.

Agriculture, forestry, fishing, and hunting	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$3.45 billion	\$43.75 million	\$3.49 billion
Employment	10,545 people	434 people	10,979 people
Payroll	\$533.91 million	\$5.75 million	\$539.66 million
Value Added		\$14.75 million	
State Payroll Tax Contribution	\$5.18 million	\$0.06 million	\$5.23 million
Federal Tax Contribution	\$40.84 million	\$0.44 million	\$41.28 million
State Income Tax Contribution	\$16.39 million	\$0.18 million	\$16.57 million

The Economic Impacts of Doubling Pennsylvania's Annual Investment in Transportation Construction on...

Mining

Sector Overview

Mining output in Pennsylvania totaled \$4.20 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 0.8% of the state's \$533 billion gross state product. This sector includes 4,237 establishments and sole proprietorships with an existing payroll valued at \$1.46 billion. These businesses contribute an estimated \$125.54 million in state and federal payroll taxes and \$44.71 million in state income tax.

Mining	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$4.20 billion	18	0.8%
Establishments	4,237 businesses	17	0.4%
Employment	24,373 people	18	0.4%
Payroll	\$1.46 billion	18	0.6%
State Payroll Tax Contribution	\$14.13 million	18	0.6%
Federal Tax Contribution	\$111.41 million	18	0.6%
State Income Tax Contribution	\$44.71 million	18	0.6%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 104 jobs. Total industry payroll would increase by \$6.75 million, reaching approximately \$1.46 billion. Output would increase by \$30.00 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$15.25 million.

Mining	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$4.20 billion	\$30.00 million	\$4.23 billion
Employment	24,373 people	104 people	24,477 people
Payroll	\$1.46 billion	\$6.75 million	\$1.46 billion
Value Added		\$15.25 million	
State Payroll Tax Contribution	\$14.13 million	\$0.07 million	\$14.19 million
Federal Tax Contribution	\$111.41 million	\$0.52 million	\$111.93 million
State Income Tax Contribution	\$44.71 million	\$0.21 million	\$44.92 million

The Economic Impacts of Doubling Pennsylvania's Annual Investment in Transportation Construction on...

Utilities

Sector Overview

Utilities output in Pennsylvania totaled \$15.91 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 2.9% of the state's \$533 billion gross state product. This sector includes 1,219 establishments and sole proprietorships with an existing payroll valued at \$3.02 billion. These businesses contribute an estimated \$260.35 million in state and federal payroll taxes and \$92.72 million in state income tax.

Utilities	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$15.91 billion	11	2.9%
Establishments	1,219 businesses	19	0.1%
Employment	30,184 people	17	0.5%
Payroll	\$3.02 billion	17	1.2%
State Payroll Tax Contribution	\$29.30 million	17	1.2%
Federal Tax Contribution	\$231.05 million	17	1.2%
State Income Tax Contribution	\$92.72 million	17	1.2%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 141 jobs. Total industry payroll would increase by \$15.25 million, reaching approximately \$3.04 billion. Output would increase by \$87.25 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$51.00 million.

Utilities	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$15.91 billion	\$87.25 million	\$16.00 billion
Employment	30,184 people	141 people	30,325 people
Payroll	\$3.02 billion	\$15.25 million	\$3.04 billion
Value Added		\$51.00 million	
State Payroll Tax Contribution	\$29.30 million	\$0.15 million	\$29.44 million
Federal Tax Contribution	\$231.05 million	\$1.17 million	\$232.22 million
State Income Tax Contribution	\$92.72 million	\$0.47 million	\$93.19 million

The Economic Impacts of Doubling Pennsylvania's Annual Investment in Transportation Construction on...

Construction

Sector Overview

Construction output in Pennsylvania totaled \$21.93 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 4.0% of the state's \$533 billion gross state product. This sector includes 131,960 establishments and sole proprietorships with an existing payroll valued at \$19.62 billion. These businesses contribute an estimated \$1,691.29 billion in state and federal payroll taxes and \$0.60 million in state income tax.

Construction	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$21.93 billion	8	4.0%
Establishments	131,960 businesses	3	14.0%
Employment	361,039 people	6	6.2%
Payroll	\$19.62 billion	5	8.0%
State Payroll Tax Contribution	\$190.32 million	5	8.0%
Federal Tax Contribution	\$1.50 billion	5	8.0%
State Income Tax Contribution	\$0.60 million	5	8.0%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 20,850 jobs. Total industry payroll would increase by \$903.25 million, reaching approximately \$20.52 billion. Output would increase by \$2,519.00 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$1,131.00 million.

Construction	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$21.93 billion	\$2,519.00 million	\$24.45 billion
Employment	361,039 people	20,850 people	381,889 people
Payroll	\$19.62 billion	\$903.25 million	\$20.52 billion
Value Added		\$1.1 billion	
State Payroll Tax Contribution	\$190.32 million	\$8.76 million	\$199.08 million
Federal Tax Contribution	\$1.50 billion	\$69.10 million	\$1.57 billion
State Income Tax Contribution	\$0.60 million	\$27.73 million	\$630.08 million

The Economic Impacts of Doubling Pennsylvania's Annual Investment in Transportation Construction on...

Manufacturing

Sector Overview

Manufacturing output in Pennsylvania totaled \$75.50 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 13.6% of the state's \$533 billion gross state product. This sector includes 15,381 establishments and sole proprietorships with an existing payroll valued at \$30.72 billion. These businesses contribute an estimated \$2,648.00 billion in state and federal payroll taxes and \$0.94 million in state income tax.

Manufacturing	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$75.50 billion	1	13.6%
Establishments	15,381 businesses	14	1.6%
Employment	644,994 people	3	11.1%
Payroll	\$30.72 billion	2	12.5%
State Payroll Tax Contribution	\$297.98 million	2	12.5%
Federal Tax Contribution	\$2.35 billion	2	12.5%
State Income Tax Contribution	\$0.94 million	2	12.5%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 4,051 jobs. Total industry payroll would increase by \$196.75 million, reaching approximately \$30.92 billion. Output would increase by \$1,105.50 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$392.25 million.

Manufacturing	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$75.50 billion	\$1,105.50 million	\$76.60 billion
Employment	644,994 people	4,051 people	649,045 people
Payroll	\$30.72 billion	\$196.75 million	\$30.92 billion
Value Added		\$392.25 million	
State Payroll Tax Contribution	\$297.98 million	\$1.91 million	\$299.89 million
Federal Tax Contribution	\$2.35 billion	\$15.05 million	\$2.37 billion
State Income Tax Contribution	\$0.94 million	\$6.04 million	\$949.12 million

Wholesale trade

Sector Overview

Wholesale trade output in Pennsylvania totaled \$33.04 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 6.0% of the state's \$533 billion gross state product. This sector includes 30,413 establishments and sole proprietorships with an existing payroll valued at \$14.75 billion. These businesses contribute an estimated \$1,271.67 billion in state and federal payroll taxes and \$0.45 million in state income tax.

Wholesale trade	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$33.04 billion	7	6.0%
Establishments	30,413 businesses	11	3.2%
Employment	251,451 people	11	4.3%
Payroll	\$14.75 billion	7	6.0%
State Payroll Tax Contribution	\$143.10 million	7	6.0%
Federal Tax Contribution	\$1.13 billion	7	6.0%
State Income Tax Contribution	\$0.45 million	7	6.0%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 1,257 jobs. Total industry payroll would increase by \$73.50 million, reaching approximately \$14.83 billion. Output would increase by \$244.00 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$156.50 million.

Wholesale trade	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$33.04 billion	\$244.00 million	\$33.29 billion
Employment	251,451 people	1,257 people	252,708 people
Payroll	\$14.75 billion	\$73.50 million	\$14.83 billion
Value Added		\$156.50 million	
State Payroll Tax Contribution	\$143.10 million	\$0.71 million	\$143.81 million
Federal Tax Contribution	\$1.13 billion	\$5.62 million	\$1.13 billion
State Income Tax Contribution	\$0.45 million	\$2.26 million	\$455.16 million

The Economic Impacts of Doubling Pennsylvania's Annual Investment in Transportation Construction on...

Retail trade

Sector Overview

Retail trade output in Pennsylvania totaled \$33.34 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 6.0% of the state's \$533 billion gross state product. This sector includes 46,328 establishments and sole proprietorships with an existing payroll valued at \$15.95 billion. These businesses contribute an estimated \$1,374.73 billion in state and federal payroll taxes and \$0.49 million in state income tax.

Retail trade	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$33.34 billion	6	6.0%
Establishments	46,328 businesses	7	4.9%
Employment	682,414 people	2	11.7%
Payroll	\$15.95 billion	6	6.5%
State Payroll Tax Contribution	\$154.70 million	6	6.5%
Federal Tax Contribution	\$1.22 billion	6	6.5%
State Income Tax Contribution	\$0.49 million	6	6.5%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 5,174 jobs. Total industry payroll would increase by \$112.00 million, reaching approximately \$16.06 billion. Output would increase by \$345.25 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$204.00 million.

Retail trade	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$33.34 billion	\$345.25 million	\$33.68 billion
Employment	682,414 people	5,174 people	687,588 people
Payroll	\$15.95 billion	\$112.00 million	\$16.06 billion
Value Added		\$204.00 million	
State Payroll Tax Contribution	\$154.70 million	\$1.09 million	\$155.78 million
Federal Tax Contribution	\$1.22 billion	\$8.57 million	\$1.23 billion
State Income Tax Contribution	\$0.49 million	\$3.44 million	\$493.05 million

Transportation and warehousing, excluding Postal Service

Sector Overview

Transportation and warehousing, excluding Postal Service output in Pennsylvania totaled \$17.84 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 3.2% of the state's \$533 billion gross state product. This sector includes 8,103 establishments and sole proprietorships with an existing payroll valued at \$7.64 billion. These businesses contribute an estimated \$658.33 million in state and federal payroll taxes and \$234.46 million in state income tax.

Transportation and warehousing, excluding Postal Service	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$17.84 billion	10	3.2%
Establishments	8,103 businesses	16	0.9%
Employment	206,207 people	12	3.5%
Payroll	\$7.64 billion	14	3.1%
State Payroll Tax Contribution	\$74.08 million	14	3.1%
Federal Tax Contribution	\$584.25 million	14	3.1%
State Income Tax Contribution	\$234.46 million	14	3.1%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 1,337 jobs. Total industry payroll would increase by \$54.50 million, reaching approximately \$7.69 billion. Output would increase by \$183.50 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$97.00 million.

Transportation and warehousing, excluding Postal Service	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$17.84 billion	\$183.50 million	\$18.03 billion
Employment	206,207 people	1,337 people	207,544 people
Payroll	\$7.64 billion	\$54.50 million	\$7.69 billion
Value Added		\$97.00 million	
State Payroll Tax Contribution	\$74.08 million	\$0.53 million	\$74.61 million
Federal Tax Contribution	\$584.25 million	\$4.17 million	\$588.41 million
State Income Tax Contribution	\$234.46 million	\$1.67 million	\$236.13 million

The Economic Impacts of Doubling Pennsylvania's Annual Investment in Transportation Construction on...

Information

Sector Overview

Information output in Pennsylvania totaled \$20.16 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 3.6% of the state's \$533 billion gross state product. This sector includes 15,460 establishments and sole proprietorships with an existing payroll valued at \$8.34 billion. These businesses contribute an estimated \$718.86 million in state and federal payroll taxes and \$256.02 million in state income tax.

Information	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$20.16 billion	9	3.6%
Establishments	15,460 businesses	13	1.6%
Employment	144,088 people	14	2.5%
Payroll	\$8.34 billion	12	3.4%
State Payroll Tax Contribution	\$80.89 million	12	3.4%
Federal Tax Contribution	\$637.97 million	12	3.4%
State Income Tax Contribution	\$256.02 million	12	3.4%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 600 jobs. Total industry payroll would increase by \$34.50 million, reaching approximately \$8.37 billion. Output would increase by \$142.50 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$78.50 million.

Information	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$20.16 billion	\$142.50 million	\$20.31 billion
Employment	144,088 people	600 people	144,688 people
Payroll	\$8.34 billion	\$34.50 million	\$8.37 billion
Value Added		\$78.50 million	
State Payroll Tax Contribution	\$80.89 million	\$0.33 million	\$81.23 million
Federal Tax Contribution	\$637.97 million	\$2.64 million	\$640.60 million
State Income Tax Contribution	\$256.02 million	\$1.06 million	\$257.08 million

Finance and insurance

Sector Overview

Finance and insurance output in Pennsylvania totaled \$40.26 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 7.3% of the state's \$533 billion gross state product. This sector includes 45,752 establishments and sole proprietorships with an existing payroll valued at \$21.51 billion. These businesses contribute an estimated \$1,854.47 billion in state and federal payroll taxes and \$0.66 million in state income tax.

Finance and insurance	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$40.26 billion	5	7.3%
Establishments	45,752 businesses	8	4.9%
Employment	314,442 people	9	5.4%
Payroll	\$21.51 billion	4	8.7%
State Payroll Tax Contribution	\$208.68 million	4	8.7%
Federal Tax Contribution	\$1.65 billion	4	8.7%
State Income Tax Contribution	\$0.66 million	4	8.7%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 1,373 jobs. Total industry payroll would increase by \$78.50 million, reaching approximately \$21.59 billion. Output would increase by \$327.25 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$187.50 million.

Finance and insurance	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$40.26 billion	\$327.25 million	\$40.59 billion
Employment	314,442 people	1,373 people	315,815 people
Payroll	\$21.51 billion	\$78.50 million	\$21.59 billion
Value Added		\$187.50 million	
State Payroll Tax Contribution	\$208.68 million	\$0.76 million	\$209.44 million
Federal Tax Contribution	\$1.65 billion	\$6.01 million	\$1.65 billion
State Income Tax Contribution	\$0.66 million	\$2.41 million	\$662.88 million

Real estate and rental and leasing

Sector Overview

Real estate and rental and leasing output in Pennsylvania totaled \$65.31 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 11.8% of the state's \$533 billion gross state product. This sector includes 86,928 establishments and sole proprietorships with an existing payroll valued at \$9.33 billion. These businesses contribute an estimated \$804.08 million in state and federal payroll taxes and \$286.37 million in state income tax.

Real estate and rental and leasing	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$65.31 billion	2	11.8%
Establishments	86,928 businesses	5	9.2%
Employment	148,019 people	13	2.5%
Payroll	\$9.33 billion	10	3.8%
State Payroll Tax Contribution	\$90.48 million	10	3.8%
Federal Tax Contribution	\$713.60 million	10	3.8%
State Income Tax Contribution	\$286.37 million	10	3.8%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 713 jobs. Total industry payroll would increase by \$21.25 million, reaching approximately \$9.35 billion. Output would increase by \$369.50 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$283.50 million.

Real estate and rental and leasing	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$65.31 billion	\$369.50 million	\$65.68 billion
Employment	148,019 people	713 people	148,732 people
Payroll	\$9.33 billion	\$21.25 million	\$9.35 billion
Value Added		\$283.50 million	
State Payroll Tax Contribution	\$90.48 million	\$0.21 million	\$90.69 million
Federal Tax Contribution	\$713.60 million	\$1.63 million	\$715.23 million
State Income Tax Contribution	\$286.37 million	\$0.65 million	\$287.03 million

Professional and technical services

Sector Overview

Professional and technical services output in Pennsylvania totaled \$43.60 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 7.9% of the state's \$533 billion gross state product. This sector includes 142,277 establishments and sole proprietorships with an existing payroll valued at \$25.96 billion. These businesses contribute an estimated \$2,238.09 billion in state and federal payroll taxes and \$0.80 billion in state income tax.

Professional and technical services	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$43.60 billion	4	7.9%
Establishments	142,277 businesses	1	15.1%
Employment	432,029 people	4	7.4%
Payroll	\$25.96 billion	3	10.5%
State Payroll Tax Contribution	\$251.85 million	3	10.5%
Federal Tax Contribution	\$1.99 billion	3	10.5%
State Income Tax Contribution	\$0.80 million	3	10.5%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 2,493 jobs. Total industry payroll would increase by \$135.75 million, reaching approximately \$26.10 billion. Output would increase by \$320.25 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$224.75 million.

Professional and technical services	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$43.60 billion	\$320.25 million	\$43.92 billion
Employment	432,029 people	2,493 people	434,522 people
Payroll	\$25.96 billion	\$135.75 million	\$26.10 billion
Value Added		\$224.75 million	
State Payroll Tax Contribution	\$251.85 million	\$1.32 million	\$253.17 million
Federal Tax Contribution	\$1.99 billion	\$10.38 million	\$2.00 billion
State Income Tax Contribution	\$0.80 million	\$4.17 million	\$801.26 million

Management of companies and enterprises

Sector Overview

Management of companies and enterprises output in Pennsylvania totaled \$15.00 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 2.7% of the state's \$533 billion gross state product. This sector includes 2,091 establishments and sole proprietorships with an existing payroll valued at \$14.39 billion. These businesses contribute an estimated \$1,240.39 billion in state and federal payroll taxes and \$0.44 million in state income tax.

Management of companies and enterprises	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$15.00 billion	12	2.7%
Establishments	2,091 businesses	18	0.2%
Employment	140,905 people	15	2.4%
Payroll	\$14.39 billion	8	5.8%
State Payroll Tax Contribution	\$139.58 million	8	5.8%
Federal Tax Contribution	\$1.10 billion	8	5.8%
State Income Tax Contribution	\$0.44 million	8	5.8%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 537 jobs. Total industry payroll would increase by \$47.00 million, reaching approximately \$14.44 billion. Output would increase by \$98.50 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$69.50 million.

Management of companies and enterprises	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$15.00 billion	\$98.50 million	\$15.09 billion
Employment	140,905 people	537 people	141,442 people
Payroll	\$14.39 billion	\$47.00 million	\$14.44 billion
Value Added		\$69.50 million	
State Payroll Tax Contribution	\$139.58 million	\$0.46 million	\$140.04 million
Federal Tax Contribution	\$1.10 billion	\$3.60 million	\$1.10 billion
State Income Tax Contribution	\$0.44 million	\$1.44 million	\$443.21 million

Administrative and waste services

Sector Overview

Administrative and waste services output in Pennsylvania totaled \$14.61 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 2.6% of the state's \$533 billion gross state product. This sector includes 67,328 establishments and sole proprietorships with an existing payroll valued at \$10.03 billion. These businesses contribute an estimated \$864.22 million in state and federal payroll taxes and \$307.79 million in state income tax.

Administrative and waste services	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$14.61 billion	13	2.6%
Establishments	67,328 businesses	6	7.1%
Employment	348,888 people	7	6.0%
Payroll	\$10.03 billion	9	4.1%
State Payroll Tax Contribution	\$97.25 million	9	4.1%
Federal Tax Contribution	\$766.97 million	9	4.1%
State Income Tax Contribution	\$307.79 million	9	4.1%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 1,657 jobs. Total industry payroll would increase by \$41.25 million, reaching approximately \$10.07 billion. Output would increase by \$105.50 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$74.50 million.

Administrative and waste services	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$14.61 billion	\$105.50 million	\$14.71 billion
Employment	348,888 people	1,657 people	350,545 people
Payroll	\$10.03 billion	\$41.25 million	\$10.07 billion
Value Added		\$74.50 million	
State Payroll Tax Contribution	\$97.25 million	\$0.40 million	\$97.65 million
Federal Tax Contribution	\$766.97 million	\$3.16 million	\$770.12 million
State Income Tax Contribution	\$307.79 million	\$1.27 million	\$309.06 million

Educational services

Sector Overview

Educational services output in Pennsylvania totaled \$10.73 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 1.9% of the state's \$533 billion gross state product. This sector includes 24,962 establishments and sole proprietorships with an existing payroll valued at \$8.12 billion. These businesses contribute an estimated \$699.62 million in state and federal payroll taxes and \$249.17 million in state income tax.

Educational services	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$10.73 billion	16	1.9%
Establishments	24,962 businesses	12	2.6%
Employment	254,640 people	10	4.4%
Payroll	\$8.12 billion	13	3.3%
State Payroll Tax Contribution	\$78.73 million	13	3.3%
Federal Tax Contribution	\$620.89 million	13	3.3%
State Income Tax Contribution	\$249.17 million	13	3.3%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 655 jobs. Total industry payroll would increase by \$18.50 million, reaching approximately \$8.13 billion. Output would increase by \$41.75 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$23.50 million.

Educational services	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$10.73 billion	\$41.75 million	\$10.77 billion
Employment	254,640 people	655 people	255,295 people
Payroll	\$8.12 billion	\$18.50 million	\$8.13 billion
Value Added		\$23.50 million	
State Payroll Tax Contribution	\$78.73 million	\$0.18 million	\$78.91 million
Federal Tax Contribution	\$620.89 million	\$1.42 million	\$622.31 million
State Income Tax Contribution	\$249.17 million	\$0.57 million	\$249.74 million

Health care and social assistance

Sector Overview

Health care and social assistance output in Pennsylvania totaled \$53.60 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 9.7% of the state's \$533 billion gross state product. This sector includes 96,585 establishments and sole proprietorships with an existing payroll valued at \$36.88 billion. These businesses contribute an estimated \$3,179.35 billion in state and federal payroll taxes and \$1.13 billion in state income tax.

Health care and social assistance	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$53.60 billion	3	9.7%
Establishments	96,585 businesses	4	10.2%
Employment	943,376 people	1	16.2%
Payroll	\$36.88 billion	1	15.0%
State Payroll Tax Contribution	\$357.77 million	1	15.0%
Federal Tax Contribution	\$2.82 billion	1	15.0%
State Income Tax Contribution	\$1.13 billion	1	15.0%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 3,308 jobs. Total industry payroll would increase by \$132.00 million, reaching approximately \$37.02 billion. Output would increase by \$283.75 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$175.75 million.

Health care and social assistance	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$53.60 billion	\$283.75 million	\$53.89 billion
Employment	943,376 people	3,308 people	946,684 people
Payroll	\$36.88 billion	\$132.00 million	\$37.02 billion
Value Added		\$175.75 million	
State Payroll Tax Contribution	\$357.77 million	\$1.28 million	\$359.05 million
Federal Tax Contribution	\$2.82 billion	\$10.10 million	\$2.83 billion
State Income Tax Contribution	\$1.13 billion	\$4.05 million	\$1.14 billion

Arts, entertainment, and recreation

Sector Overview

Arts, entertainment, and recreation output in Pennsylvania totaled \$4.52 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 0.8% of the state's \$533 billion gross state product. This sector includes 44,641 establishments and sole proprietorships with an existing payroll valued at \$3.14 billion. These businesses contribute an estimated \$271.02 million in state and federal payroll taxes and \$96.52 million in state income tax.

Arts, entertainment, and recreation	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$4.52 billion	17	0.8%
Establishments	44,641 businesses	9	4.7%
Employment	117,532 people	16	2.0%
Payroll	\$3.14 billion	16	1.3%
State Payroll Tax Contribution	\$30.50 million	16	1.3%
Federal Tax Contribution	\$240.52 million	16	1.3%
State Income Tax Contribution	\$96.52 million	16	1.3%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 584 jobs. Total industry payroll would increase by \$10.25 million, reaching approximately \$3.15 billion. Output would increase by \$26.25 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$16.00 million.

Arts, entertainment, and recreation	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$4.52 billion	\$26.25 million	\$4.55 billion
Employment	117,532 people	584 people	118,116 people
Payroll	\$3.14 billion	\$10.25 million	\$3.15 billion
Value Added		\$16.00 million	
State Payroll Tax Contribution	\$30.50 million	\$0.10 million	\$30.60 million
Federal Tax Contribution	\$240.52 million	\$0.78 million	\$241.30 million
State Income Tax Contribution	\$96.52 million	\$0.31 million	\$96.84 million

Accommodation and food services

Sector Overview

Accommodation and food services output in Pennsylvania totaled \$12.34 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 2.2% of the state's \$533 billion gross state product. This sector includes 38,363 establishments and sole proprietorships with an existing payroll valued at \$6.45 billion. These businesses contribute an estimated \$555.96 million in state and federal payroll taxes and \$198.00 million in state income tax.

Accommodation and food services	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$12.34 billion	15	2.2%
Establishments	38,363 businesses	10	4.1%
Employment	431,573 people	5	7.4%
Payroll	\$6.45 billion	15	2.6%
State Payroll Tax Contribution	\$62.56 million	15	2.6%
Federal Tax Contribution	\$493.40 million	15	2.6%
State Income Tax Contribution	\$198.00 million	15	2.6%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 2,630 jobs. Total industry payroll would increase by \$37.50 million, reaching approximately \$6.49 billion. Output would increase by \$101.50 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$54.00 million.

Accommodation and food services	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$12.34 billion	\$101.50 million	\$12.44 billion
Employment	431,573 people	2,630 people	434,203 people
Payroll	\$6.45 billion	\$37.50 million	\$6.49 billion
Value Added		\$54.00 million	
State Payroll Tax Contribution	\$62.56 million	\$0.36 million	\$62.93 million
Federal Tax Contribution	\$493.40 million	\$2.87 million	\$496.27 million
State Income Tax Contribution	\$198.00 million	\$1.15 million	\$199.16 million

Other services

Sector Overview

Other services output in Pennsylvania totaled \$13.94 billion in 2008, according to the U.S. Bureau of Economic Analysis. This accounts for 2.5% of the state's \$533 billion gross state product. This sector includes 132,671 establishments and sole proprietorships with an existing payroll valued at \$8.85 billion. These businesses contribute an estimated \$763.27 million in state and federal payroll taxes and \$271.84 million in state income tax.

Other services	Current Value	Pennsylvania Ranking	Percentage of State Total
Industry Output	\$13.94 billion	14	2.5%
Establishments	132,671 businesses	2	14.1%
Employment	346,586 people	8	5.9%
Payroll	\$8.85 billion	11	3.6%
State Payroll Tax Contribution	\$85.89 million	11	3.6%
Federal Tax Contribution	\$677.38 million	11	3.6%
State Income Tax Contribution	\$271.84 million	11	3.6%

Impact of Increased Highway & Bridge Spending On This Sector

A \$2.5 billion increase in highway and bridge construction spending would have a positive impact on the output, employment and value added for this industry. Total employment would increase by 1,806 jobs. Total industry payroll would increase by \$47.50 million, reaching approximately \$8.90 billion. Output would increase by \$149.25 million. The value added amount for the industry, which measures the gross output of the sector less the inputs, would increase by \$83.50 million.

Other services	Current Value	Impact of \$2.5 billion increase in highway and bridge spending	Estimated New Industry Total
Total output	\$13.94 billion	\$149.25 million	\$14.09 billion
Employment	346,586 people	1,806 people	348,392 people
Payroll	\$8.85 billion	\$47.50 million	\$8.90 billion
Value Added		\$83.50 million	
State Payroll Tax Contribution	\$85.89 million	\$0.46 million	\$86.35 million
Federal Tax Contribution	\$677.38 million	\$3.63 million	\$681.02 million
State Income Tax Contribution	\$271.84 million	\$1.46 million	\$273.30 million

Pennsylvania Counties Transportation Facts

- **Scope & Conditions of Roads & Bridges**
- **Road Safety**
- **Commuting Patterns**
- **Economic Impact of Transportation
Construction**

Transportation Facts:

Adams County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Adams County has 1,416 miles of paved roadway. Of the county's 255 miles of roadway rated for quality purposes, 1.9% are rated "not acceptable" and need major repairs or replacement.

Adams County also has 275 bridges. The FHWA reports 39% of the county's bridges are either "structurally deficient" (71 bridges) or "functionally obsolete" (36 bridges). It will cost an estimated \$67.2 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	43
Rural Major Arterial	87
Rural Major Collector	60
Rural Minor Collector	156
Rural Local Road	860
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	21
Urban Major Arterial	23
Urban Major Collector	21
Urban Local Road	144
Total	1,416

Road Safety

The National Highway Traffic Safety Administration reports there were 17 fatal motor vehicle crashes, resulting in 17 fatalities in Adams County during 2008. Of these, 11 fatalities occurred on rural roads, 6 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Adams County is 26 minutes. Getting there, 83% drive alone, 0% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Adams County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 302 full-time jobs in Adams County. These employees earn a total annual payroll of \$12.1 million and contribute an estimated \$1.0 million in state and federal payroll tax revenue. This employment includes the equivalent of 150 full-time jobs directly involved in transportation infrastructure construction and related activities and 151 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 18,460 full-time jobs in Adams County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 420 firms in Adams County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Allegheny County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Allegheny County has 5,801 miles of paved roadway. Of the county's 1,595 miles of roadway rated for quality purposes, 8.0% are rated "not acceptable" and need major repairs or replacement.

Allegheny County also has 2,232 bridges. The FHWA reports 33% of the county's bridges are either "structurally deficient" (356 bridges) or "functionally obsolete" (376 bridges). It will cost an estimated \$936.9 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	14
Rural Major Arterial	21
Rural Major Collector	22
Rural Minor Collector	21
Rural Local Road	124
Urban Interstate	94
Urban Freeway	72
Urban Principal Arterial	350
Urban Major Arterial	574
Urban Major Collector	447
Urban Local Road	4,062
Total	5,801

Road Safety

The National Highway Traffic Safety Administration reports there were 74 fatal motor vehicle crashes, resulting in 76 fatalities in Allegheny County during 2008. Of these, 8 fatalities occurred on rural roads, 32 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Allegheny County is 24 minutes. Getting there, 72% drive alone, 9% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Allegheny County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 17,661 full-time jobs in Allegheny County. These employees earn a total annual payroll of \$825.7 million and contribute an estimated \$71.2 million in state and federal payroll tax revenue. This employment includes the equivalent of 8,798 full-time jobs directly involved in transportation infrastructure construction and related activities and 8,863 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 193,443 full-time jobs in Allegheny County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 4,848 firms in Allegheny County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Armstrong County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Armstrong County has 1,821 miles of paved roadway. Of the county's 357 miles of roadway rated for quality purposes, 1.2% are rated "not acceptable" and need major repairs or replacement.

Armstrong County also has 312 bridges. The FHWA reports 39% of the county's bridges are either "structurally deficient" (99 bridges) or "functionally obsolete" (24 bridges). It will cost an estimated \$86.7 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	40
Rural Major Arterial	78
Rural Major Collector	149
Rural Minor Collector	148
Rural Local Road	1,167
Urban Interstate	0
Urban Freeway	6
Urban Principal Arterial	14
Urban Major Arterial	39
Urban Major Collector	31
Urban Local Road	149
Total	1,821

Road Safety

The National Highway Traffic Safety Administration reports there were 7 fatal motor vehicle crashes, resulting in 7 fatalities in Armstrong County during 2008. Of these, 7 fatalities occurred on rural roads, 2 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Armstrong County is 27 minutes. Getting there, 80% drive alone, 1% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Armstrong County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 196 full-time jobs in Armstrong County. These employees earn a total annual payroll of \$7.7 million and contribute an estimated \$666.3 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 98 full-time jobs directly involved in transportation infrastructure construction and related activities and 98 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 6,994 full-time jobs in Armstrong County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 205 firms in Armstrong County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Beaver County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Beaver County has 1,687 miles of paved roadway. Of the county's 428 miles of roadway rated for quality purposes, 3.3% are rated "not acceptable" and need major repairs or replacement.

Beaver County also has 421 bridges. The FHWA reports 31% of the county's bridges are either "structurally deficient" (86 bridges) or "functionally obsolete" (45 bridges). It will cost an estimated \$169.4 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	10
Rural Principal Arterial	7
Rural Major Arterial	55
Rural Major Collector	62
Rural Minor Collector	67
Rural Local Road	486
Urban Interstate	7
Urban Freeway	26
Urban Principal Arterial	78
Urban Major Arterial	78
Urban Major Collector	106
Urban Local Road	707
Total	1,687

Road Safety

The National Highway Traffic Safety Administration reports there were 14 fatal motor vehicle crashes, resulting in 15 fatalities in Beaver County during 2008. Of these, 4 fatalities occurred on rural roads, 5 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Beaver County is 25 minutes. Getting there, 85% drive alone, 2% take public transportation; 2% work at home.

Economic Impact of Transportation Construction in Beaver County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 495 full-time jobs in Beaver County. These employees earn a total annual payroll of \$19.2 million and contribute an estimated \$1.7 million in state and federal payroll tax revenue. This employment includes the equivalent of 247 full-time jobs directly involved in transportation infrastructure construction and related activities and 249 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 21,828 full-time jobs in Beaver County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 590 firms in Beaver County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Bedford County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Bedford County has 1,813 miles of paved roadway. Of the county's 358 miles of roadway rated for quality purposes, 1.3% are rated "not acceptable" and need major repairs or replacement.

Bedford County also has 500 bridges. The FHWA reports 34% of the county's bridges are either "structurally deficient" (116 bridges) or "functionally obsolete" (52 bridges). It will cost an estimated \$370.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	53
Rural Principal Arterial	58
Rural Major Arterial	73
Rural Major Collector	173
Rural Minor Collector	190
Rural Local Road	1,265
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	1,813

Road Safety

The National Highway Traffic Safety Administration reports there were 11 fatal motor vehicle crashes, resulting in 12 fatalities in Bedford County during 2008. Of these, 12 fatalities occurred on rural roads, 4 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Bedford County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Bedford County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 994 full-time jobs in Bedford County. These employees earn a total annual payroll of \$53.5 million and contribute an estimated \$4.6 million in state and federal payroll tax revenue. This employment includes the equivalent of 495 full-time jobs directly involved in transportation infrastructure construction and related activities and 499 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 7,545 full-time jobs in Bedford County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 213 firms in Bedford County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Berks County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Berks County has 3,303 miles of paved roadway. Of the county's 697 miles of roadway rated for quality purposes, 6.4% are rated "not acceptable" and need major repairs or replacement.

Berks County also has 847 bridges. The FHWA reports 37% of the county's bridges are either "structurally deficient" (148 bridges) or "functionally obsolete" (164 bridges). It will cost an estimated \$180.2 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	45
Rural Principal Arterial	19
Rural Major Arterial	51
Rural Major Collector	164
Rural Minor Collector	184
Rural Local Road	1,487
Urban Interstate	7
Urban Freeway	23
Urban Principal Arterial	94
Urban Major Arterial	97
Urban Major Collector	196
Urban Local Road	935
Total	3,303

Road Safety

The National Highway Traffic Safety Administration reports there were 47 fatal motor vehicle crashes, resulting in 49 fatalities in Berks County during 2008. Of these, 25 fatalities occurred on rural roads, 15 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Berks County is 22 minutes. Getting there, 80% drive alone, 2% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Berks County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 2,484 full-time jobs in Berks County. These employees earn a total annual payroll of \$105.9 million and contribute an estimated \$9.1 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,237 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,246 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 69,354 full-time jobs in Berks County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 1,566 firms in Berks County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Blair County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Blair County has 1,227 miles of paved roadway. Of the county's 352 miles of roadway rated for quality purposes, 3.8% are rated "not acceptable" and need major repairs or replacement.

Blair County also has 441 bridges. The FHWA reports 30% of the county's bridges are either "structurally deficient" (104 bridges) or "functionally obsolete" (28 bridges). It will cost an estimated \$236.7 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	21
Rural Principal Arterial	25
Rural Major Arterial	26
Rural Major Collector	110
Rural Minor Collector	71
Rural Local Road	427
Urban Interstate	16
Urban Freeway	0
Urban Principal Arterial	41
Urban Major Arterial	39
Urban Major Collector	74
Urban Local Road	377
Total	1,227

Road Safety

The National Highway Traffic Safety Administration reports there were 9 fatal motor vehicle crashes, resulting in 10 fatalities in Blair County during 2008. Of these, 4 fatalities occurred on rural roads, 2 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Blair County is 22 minutes. Getting there, 79% drive alone, 1% take public transportation; 2% work at home.

Economic Impact of Transportation Construction in Blair County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 713 full-time jobs in Blair County. These employees earn a total annual payroll of \$27.1 million and contribute an estimated \$2.3 million in state and federal payroll tax revenue. This employment includes the equivalent of 355 full-time jobs directly involved in transportation infrastructure construction and related activities and 358 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 23,991 full-time jobs in Blair County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 460 firms in Blair County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Bradford County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Bradford County has 2,495 miles of paved roadway. Of the county's 352 miles of roadway rated for quality purposes, 1.0% are rated "not acceptable" and need major repairs or replacement.

Bradford County also has 402 bridges. The FHWA reports 36% of the county's bridges are either "structurally deficient" (104 bridges) or "functionally obsolete" (40 bridges). It will cost an estimated \$78.8 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	60
Rural Major Arterial	108
Rural Major Collector	150
Rural Minor Collector	216
Rural Local Road	1,876
Urban Interstate	0
Urban Freeway	4
Urban Principal Arterial	1
Urban Major Arterial	14
Urban Major Collector	15
Urban Local Road	51
Total	2,495

Road Safety

The National Highway Traffic Safety Administration reports there were 7 fatal motor vehicle crashes, resulting in 7 fatalities in Bradford County during 2008. Of these, 7 fatalities occurred on rural roads, 1 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Bradford County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Bradford County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 145 full-time jobs in Bradford County. These employees earn a total annual payroll of \$5.1 million and contribute an estimated \$439.4 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 72 full-time jobs directly involved in transportation infrastructure construction and related activities and 73 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 9,999 full-time jobs in Bradford County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 208 firms in Bradford County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Bucks County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Bucks County has 3,451 miles of paved roadway. Of the county's 915 miles of roadway rated for quality purposes, 5.8% are rated "not acceptable" and need major repairs or replacement.

Bucks County also has 866 bridges. The FHWA reports 45% of the county's bridges are either "structurally deficient" (203 bridges) or "functionally obsolete" (190 bridges). It will cost an estimated \$294.3 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	5
Rural Principal Arterial	32
Rural Major Arterial	54
Rural Major Collector	56
Rural Minor Collector	122
Rural Local Road	484
Urban Interstate	32
Urban Freeway	24
Urban Principal Arterial	209
Urban Major Arterial	202
Urban Major Collector	300
Urban Local Road	1,930
Total	3,451

Road Safety

The National Highway Traffic Safety Administration reports there were 58 fatal motor vehicle crashes, resulting in 60 fatalities in Bucks County during 2008. Of these, 17 fatalities occurred on rural roads, 27 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Bucks County is 27 minutes. Getting there, 83% drive alone, 3% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Bucks County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 5,867 full-time jobs in Bucks County. These employees earn a total annual payroll of \$259.2 million and contribute an estimated \$22.3 million in state and federal payroll tax revenue. This employment includes the equivalent of 2,923 full-time jobs directly involved in transportation infrastructure construction and related activities and 2,944 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 98,481 full-time jobs in Bucks County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 3,616 firms in Bucks County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Butler County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Butler County has 2,294 miles of paved roadway. Of the county's 528 miles of roadway rated for quality purposes, 0.6% are rated "not acceptable" and need major repairs or replacement.

Butler County also has 475 bridges. The FHWA reports 44% of the county's bridges are either "structurally deficient" (122 bridges) or "functionally obsolete" (86 bridges). It will cost an estimated \$134.7 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	19
Rural Principal Arterial	47
Rural Major Arterial	96
Rural Major Collector	185
Rural Minor Collector	118
Rural Local Road	1,158
Urban Interstate	15
Urban Freeway	8
Urban Principal Arterial	32
Urban Major Arterial	61
Urban Major Collector	64
Urban Local Road	490
Total	2,294

Road Safety

The National Highway Traffic Safety Administration reports there were 24 fatal motor vehicle crashes, resulting in 28 fatalities in Butler County during 2008. Of these, 21 fatalities occurred on rural roads, 6 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Butler County is 25 minutes. Getting there, 84% drive alone, 0% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Butler County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 2,992 full-time jobs in Butler County. These employees earn a total annual payroll of \$122.9 million and contribute an estimated \$10.6 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,490 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,501 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 34,411 full-time jobs in Butler County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 883 firms in Butler County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Cambria County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Cambria County has 1,725 miles of paved roadway. Of the county's 471 miles of roadway rated for quality purposes, 5.1% are rated "not acceptable" and need major repairs or replacement.

Cambria County also has 372 bridges. The FHWA reports 30% of the county's bridges are either "structurally deficient" (70 bridges) or "functionally obsolete" (41 bridges). It will cost an estimated \$232.7 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	54
Rural Major Arterial	54
Rural Major Collector	154
Rural Minor Collector	132
Rural Local Road	643
Urban Interstate	0
Urban Freeway	11
Urban Principal Arterial	47
Urban Major Arterial	53
Urban Major Collector	98
Urban Local Road	479
Total	1,725

Road Safety

The National Highway Traffic Safety Administration reports there were 12 fatal motor vehicle crashes, resulting in 14 fatalities in Cambria County during 2008. Of these, 5 fatalities occurred on rural roads, 6 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Cambria County is 23 minutes. Getting there, 83% drive alone, 1% take public transportation; 2% work at home.

Economic Impact of Transportation Construction in Cambria County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 793 full-time jobs in Cambria County. These employees earn a total annual payroll of \$31.4 million and contribute an estimated \$2.7 million in state and federal payroll tax revenue. This employment includes the equivalent of 395 full-time jobs directly involved in transportation infrastructure construction and related activities and 398 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 18,558 full-time jobs in Cambria County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 512 firms in Cambria County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Cameron County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Cameron County has 312 miles of paved roadway. Of the county's 83 miles of roadway rated for quality purposes, 0.0% are rated "not acceptable" and need major repairs or replacement.

Cameron County also has 57 bridges. The FHWA reports 46% of the county's bridges are either "structurally deficient" (23 bridges) or "functionally obsolete" (3 bridges). It will cost an estimated \$22.4 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	0
Rural Major Arterial	45
Rural Major Collector	39
Rural Minor Collector	22
Rural Local Road	207
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	312

Road Safety

The National Highway Traffic Safety Administration reports there were 1 fatal motor vehicle crashes, resulting in 1 fatalities in Cameron County during 2008. Of these, 1 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Cameron County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Cameron County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 8 full-time jobs in Cameron County. These employees earn a total annual payroll of \$279.4 thousand and contribute an estimated \$24.1 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 4 full-time jobs directly involved in transportation infrastructure construction and related activities and 4 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 1,861 full-time jobs in Cameron County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 23 firms in Cameron County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Carbon County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Carbon County has 720 miles of paved roadway. Of the county's 222 miles of roadway rated for quality purposes, 3.8% are rated "not acceptable" and need major repairs or replacement.

Carbon County also has 173 bridges. The FHWA reports 36% of the county's bridges are either "structurally deficient" (30 bridges) or "functionally obsolete" (33 bridges). It will cost an estimated \$54.5 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	34
Rural Principal Arterial	11
Rural Major Arterial	32
Rural Major Collector	89
Rural Minor Collector	51
Rural Local Road	366
Urban Interstate	4
Urban Freeway	3
Urban Principal Arterial	9
Urban Major Arterial	10
Urban Major Collector	30
Urban Local Road	81
Total	720

Road Safety

The National Highway Traffic Safety Administration reports there were 12 fatal motor vehicle crashes, resulting in 13 fatalities in Carbon County during 2008. Of these, 11 fatalities occurred on rural roads, 3 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Carbon County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Carbon County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 178 full-time jobs in Carbon County. These employees earn a total annual payroll of \$8.0 million and contribute an estimated \$690.5 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 89 full-time jobs directly involved in transportation infrastructure construction and related activities and 90 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 7,544 full-time jobs in Carbon County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 242 firms in Carbon County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Centre County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Centre County has 1,736 miles of paved roadway. Of the county's 463 miles of roadway rated for quality purposes, 3.2% are rated "not acceptable" and need major repairs or replacement.

Centre County also has 485 bridges. The FHWA reports 22% of the county's bridges are either "structurally deficient" (65 bridges) or "functionally obsolete" (43 bridges). It will cost an estimated \$110.6 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	33
Rural Principal Arterial	80
Rural Major Arterial	76
Rural Major Collector	135
Rural Minor Collector	84
Rural Local Road	928
Urban Interstate	0
Urban Freeway	13
Urban Principal Arterial	39
Urban Major Arterial	27
Urban Major Collector	58
Urban Local Road	262
Total	1,736

Road Safety

The National Highway Traffic Safety Administration reports there were 18 fatal motor vehicle crashes, resulting in 19 fatalities in Centre County during 2008. Of these, 15 fatalities occurred on rural roads, 6 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Centre County is 18 minutes. Getting there, 65% drive alone, 3% take public transportation; 6% work at home.

Economic Impact of Transportation Construction in Centre County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 1,844 full-time jobs in Centre County. These employees earn a total annual payroll of \$89.5 million and contribute an estimated \$7.7 million in state and federal payroll tax revenue. This employment includes the equivalent of 919 full-time jobs directly involved in transportation infrastructure construction and related activities and 926 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 20,289 full-time jobs in Centre County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 625 firms in Centre County that are in some way directly involved in transportation construction related work.

Chester County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Chester County has 3,534 miles of paved roadway. Of the county's 920 miles of roadway rated for quality purposes, 3.1% are rated "not acceptable" and need major repairs or replacement.

Chester County also has 849 bridges. The FHWA reports 39% of the county's bridges are either "structurally deficient" (124 bridges) or "functionally obsolete" (207 bridges). It will cost an estimated \$146.6 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	8
Rural Principal Arterial	22
Rural Major Arterial	59
Rural Major Collector	74
Rural Minor Collector	104
Rural Local Road	786
Urban Interstate	18
Urban Freeway	64
Urban Principal Arterial	111
Urban Major Arterial	186
Urban Major Collector	378
Urban Local Road	1,724
Total	3,534

Road Safety

The National Highway Traffic Safety Administration reports there were 51 fatal motor vehicle crashes, resulting in 55 fatalities in Chester County during 2008. Of these, 17 fatalities occurred on rural roads, 17 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Chester County is 27 minutes. Getting there, 81% drive alone, 2% take public transportation; 6% work at home.

Economic Impact of Transportation Construction in Chester County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 3,265 full-time jobs in Chester County. These employees earn a total annual payroll of \$172.7 million and contribute an estimated \$14.9 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,627 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,639 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 64,562 full-time jobs in Chester County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 2,611 firms in Chester County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Clarion County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Clarion County has 1,430 miles of paved roadway. Of the county's 257 miles of roadway rated for quality purposes, 0.4% are rated "not acceptable" and need major repairs or replacement.

Clarion County also has 222 bridges. The FHWA reports 38% of the county's bridges are either "structurally deficient" (66 bridges) or "functionally obsolete" (18 bridges). It will cost an estimated \$67.8 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	27
Rural Principal Arterial	32
Rural Major Arterial	121
Rural Major Collector	60
Rural Minor Collector	128
Rural Local Road	1,020
Urban Interstate	1
Urban Freeway	0
Urban Principal Arterial	7
Urban Major Arterial	5
Urban Major Collector	5
Urban Local Road	25
Total	1,430

Road Safety

The National Highway Traffic Safety Administration reports there were 11 fatal motor vehicle crashes, resulting in 11 fatalities in Clarion County during 2008. Of these, 9 fatalities occurred on rural roads, 3 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Clarion County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Clarion County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 232 full-time jobs in Clarion County. These employees earn a total annual payroll of \$10.6 million and contribute an estimated \$910.2 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 115 full-time jobs directly involved in transportation infrastructure construction and related activities and 116 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 6,542 full-time jobs in Clarion County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 143 firms in Clarion County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Clearfield County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Clearfield County has 2,067 miles of paved roadway. Of the county's 451 miles of roadway rated for quality purposes, 0.9% are rated "not acceptable" and need major repairs or replacement.

Clearfield County also has 333 bridges. The FHWA reports 48% of the county's bridges are either "structurally deficient" (136 bridges) or "functionally obsolete" (24 bridges). It will cost an estimated \$151.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	42
Rural Principal Arterial	56
Rural Major Arterial	112
Rural Major Collector	177
Rural Minor Collector	173
Rural Local Road	1,274
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	14
Urban Major Arterial	27
Urban Major Collector	23
Urban Local Road	169
Total	2,067

Road Safety

The National Highway Traffic Safety Administration reports there were 20 fatal motor vehicle crashes, resulting in 22 fatalities in Clearfield County during 2008. Of these, 22 fatalities occurred on rural roads, 8 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Clearfield County is 25 minutes. Getting there, 83% drive alone, 0% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Clearfield County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 346 full-time jobs in Clearfield County. These employees earn a total annual payroll of \$15.9 million and contribute an estimated \$1.4 million in state and federal payroll tax revenue. This employment includes the equivalent of 172 full-time jobs directly involved in transportation infrastructure construction and related activities and 174 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 12,376 full-time jobs in Clearfield County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 293 firms in Clearfield County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Clinton County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Clinton County has 1,083 miles of paved roadway. Of the county's 239 miles of roadway rated for quality purposes, 3.6% are rated "not acceptable" and need major repairs or replacement.

Clinton County also has 261 bridges. The FHWA reports 31% of the county's bridges are either "structurally deficient" (49 bridges) or "functionally obsolete" (33 bridges). It will cost an estimated \$86.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	24
Rural Principal Arterial	10
Rural Major Arterial	80
Rural Major Collector	83
Rural Minor Collector	42
Rural Local Road	718
Urban Interstate	0
Urban Freeway	7
Urban Principal Arterial	0
Urban Major Arterial	10
Urban Major Collector	24
Urban Local Road	84
Total	1,083

Road Safety

The National Highway Traffic Safety Administration reports there were 10 fatal motor vehicle crashes, resulting in 11 fatalities in Clinton County during 2008. Of these, 10 fatalities occurred on rural roads, 4 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Clinton County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Clinton County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 188 full-time jobs in Clinton County. These employees earn a total annual payroll of \$8.0 million and contribute an estimated \$688.7 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 94 full-time jobs directly involved in transportation infrastructure construction and related activities and 94 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 6,372 full-time jobs in Clinton County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 125 firms in Clinton County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Columbia County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Columbia County has 1,393 miles of paved roadway. Of the county's 257 miles of roadway rated for quality purposes, 2.7% are rated "not acceptable" and need major repairs or replacement.

Columbia County also has 306 bridges. The FHWA reports 31% of the county's bridges are either "structurally deficient" (60 bridges) or "functionally obsolete" (35 bridges). It will cost an estimated \$64.3 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	9
Rural Principal Arterial	5
Rural Major Arterial	64
Rural Major Collector	90
Rural Minor Collector	91
Rural Local Road	880
Urban Interstate	10
Urban Freeway	0
Urban Principal Arterial	19
Urban Major Arterial	23
Urban Major Collector	37
Urban Local Road	165
Total	1,393

Road Safety

The National Highway Traffic Safety Administration reports there were 14 fatal motor vehicle crashes, resulting in 14 fatalities in Columbia County during 2008. Of these, 12 fatalities occurred on rural roads, 1 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Columbia County is 19 minutes. Getting there, 83% drive alone, 0% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Columbia County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 332 full-time jobs in Columbia County. These employees earn a total annual payroll of \$19.5 million and contribute an estimated \$1.7 million in state and federal payroll tax revenue. This employment includes the equivalent of 166 full-time jobs directly involved in transportation infrastructure construction and related activities and 167 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 12,464 full-time jobs in Columbia County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 229 firms in Columbia County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Crawford County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Crawford County has 2,439 miles of paved roadway. Of the county's 559 miles of roadway rated for quality purposes, 0.5% are rated "not acceptable" and need major repairs or replacement.

Crawford County also has 438 bridges. The FHWA reports 39% of the county's bridges are either "structurally deficient" (119 bridges) or "functionally obsolete" (52 bridges). It will cost an estimated \$105.2 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	25
Rural Principal Arterial	32
Rural Major Arterial	149
Rural Major Collector	278
Rural Minor Collector	217
Rural Local Road	1,527
Urban Interstate	2
Urban Freeway	0
Urban Principal Arterial	6
Urban Major Arterial	35
Urban Major Collector	30
Urban Local Road	136
Total	2,439

Road Safety

The National Highway Traffic Safety Administration reports there were 19 fatal motor vehicle crashes, resulting in 22 fatalities in Crawford County during 2008. Of these, 18 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Crawford County is 20 minutes. Getting there, 74% drive alone, 1% take public transportation; 5% work at home.

Economic Impact of Transportation Construction in Crawford County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 345 full-time jobs in Crawford County. These employees earn a total annual payroll of \$13.1 million and contribute an estimated \$1.1 million in state and federal payroll tax revenue. This employment includes the equivalent of 172 full-time jobs directly involved in transportation infrastructure construction and related activities and 173 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 14,760 full-time jobs in Crawford County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 291 firms in Crawford County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Cumberland County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Cumberland County has 1,943 miles of paved roadway. Of the county's 453 miles of roadway rated for quality purposes, 1.6% are rated "not acceptable" and need major repairs or replacement.

Cumberland County also has 541 bridges. The FHWA reports 31% of the county's bridges are either "structurally deficient" (71 bridges) or "functionally obsolete" (97 bridges). It will cost an estimated \$130.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	47
Rural Principal Arterial	1
Rural Major Arterial	45
Rural Major Collector	82
Rural Minor Collector	103
Rural Local Road	729
Urban Interstate	32
Urban Freeway	15
Urban Principal Arterial	39
Urban Major Arterial	68
Urban Major Collector	124
Urban Local Road	658
Total	1,943

Road Safety

The National Highway Traffic Safety Administration reports there were 29 fatal motor vehicle crashes, resulting in 31 fatalities in Cumberland County during 2008. Of these, 20 fatalities occurred on rural roads, 10 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Cumberland County is 20 minutes. Getting there, 82% drive alone, 1% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Cumberland County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 2,046 full-time jobs in Cumberland County. These employees earn a total annual payroll of \$84.2 million and contribute an estimated \$7.3 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,019 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,027 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 47,098 full-time jobs in Cumberland County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 818 firms in Cumberland County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Dauphin County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Dauphin County has 1,886 miles of paved roadway. Of the county's 533 miles of roadway rated for quality purposes, 4.5% are rated "not acceptable" and need major repairs or replacement.

Dauphin County also has 703 bridges. The FHWA reports 25% of the county's bridges are either "structurally deficient" (63 bridges) or "functionally obsolete" (112 bridges). It will cost an estimated \$306.5 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	13
Rural Principal Arterial	17
Rural Major Arterial	84
Rural Major Collector	78
Rural Minor Collector	59
Rural Local Road	571
Urban Interstate	29
Urban Freeway	16
Urban Principal Arterial	61
Urban Major Arterial	92
Urban Major Collector	144
Urban Local Road	722
Total	1,886

Road Safety

The National Highway Traffic Safety Administration reports there were 34 fatal motor vehicle crashes, resulting in 38 fatalities in Dauphin County during 2008. Of these, 12 fatalities occurred on rural roads, 14 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Dauphin County is 20 minutes. Getting there, 78% drive alone, 2% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Dauphin County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 2,190 full-time jobs in Dauphin County. These employees earn a total annual payroll of \$92.0 million and contribute an estimated \$7.9 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,091 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,099 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 46,897 full-time jobs in Dauphin County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 832 firms in Dauphin County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Delaware County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Delaware County has 1,813 miles of paved roadway. Of the county's 500 miles of roadway rated for quality purposes, 6.5% are rated "not acceptable" and need major repairs or replacement.

Delaware County also has 540 bridges. The FHWA reports 32% of the county's bridges are either "structurally deficient" (60 bridges) or "functionally obsolete" (115 bridges). It will cost an estimated \$167.6 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	0
Rural Major Arterial	0
Rural Major Collector	0
Rural Minor Collector	0
Rural Local Road	21
Urban Interstate	26
Urban Freeway	5
Urban Principal Arterial	137
Urban Major Arterial	133
Urban Major Collector	200
Urban Local Road	1,291
Total	1,813

Road Safety

The National Highway Traffic Safety Administration reports there were 20 fatal motor vehicle crashes, resulting in 22 fatalities in Delaware County during 2008. Of these, 4 fatalities occurred on rural roads, 11 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Delaware County is 26 minutes. Getting there, 74% drive alone, 9% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Delaware County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 2,438 full-time jobs in Delaware County. These employees earn a total annual payroll of \$109.6 million and contribute an estimated \$9.5 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,215 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,224 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 68,586 full-time jobs in Delaware County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 2,158 firms in Delaware County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Elk County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Elk County has 830 miles of paved roadway. Of the county's 195 miles of roadway rated for quality purposes, 1.3% are rated "not acceptable" and need major repairs or replacement.

Elk County also has 117 bridges. The FHWA reports 46% of the county's bridges are either "structurally deficient" (37 bridges) or "functionally obsolete" (17 bridges). It will cost an estimated \$42.4 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	36
Rural Major Arterial	44
Rural Major Collector	95
Rural Minor Collector	67
Rural Local Road	518
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	6
Urban Major Collector	14
Urban Local Road	51
Total	830

Road Safety

The National Highway Traffic Safety Administration reports there were 5 fatal motor vehicle crashes, resulting in 6 fatalities in Elk County during 2008. Of these, 4 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Elk County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Elk County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 96 full-time jobs in Elk County. These employees earn a total annual payroll of \$3.7 million and contribute an estimated \$321.1 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 48 full-time jobs directly involved in transportation infrastructure construction and related activities and 48 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 9,907 full-time jobs in Elk County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 128 firms in Elk County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Erie County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Erie County has 2,586 miles of paved roadway. Of the county's 656 miles of roadway rated for quality purposes, 3.3% are rated "not acceptable" and need major repairs or replacement.

Erie County also has 610 bridges. The FHWA reports 28% of the county's bridges are either "structurally deficient" (74 bridges) or "functionally obsolete" (94 bridges). It will cost an estimated \$66.9 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	55
Rural Principal Arterial	45
Rural Major Arterial	118
Rural Major Collector	111
Rural Minor Collector	166
Rural Local Road	1,052
Urban Interstate	18
Urban Freeway	0
Urban Principal Arterial	74
Urban Major Arterial	119
Urban Major Collector	116
Urban Local Road	712
Total	2,586

Road Safety

The National Highway Traffic Safety Administration reports there were 24 fatal motor vehicle crashes, resulting in 27 fatalities in Erie County during 2008. Of these, 14 fatalities occurred on rural roads, 6 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Erie County is 18 minutes. Getting there, 79% drive alone, 2% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Erie County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 1,761 full-time jobs in Erie County. These employees earn a total annual payroll of \$71.5 million and contribute an estimated \$6.2 million in state and federal payroll tax revenue. This employment includes the equivalent of 877 full-time jobs directly involved in transportation infrastructure construction and related activities and 884 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 54,302 full-time jobs in Erie County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 926 firms in Erie County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Fayette County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Fayette County has 2,081 miles of paved roadway. Of the county's 541 miles of roadway rated for quality purposes, 2.1% are rated "not acceptable" and need major repairs or replacement.

Fayette County also has 437 bridges. The FHWA reports 44% of the county's bridges are either "structurally deficient" (133 bridges) or "functionally obsolete" (58 bridges). It will cost an estimated \$112.3 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	65
Rural Major Arterial	70
Rural Major Collector	198
Rural Minor Collector	155
Rural Local Road	1,009
Urban Interstate	0
Urban Freeway	22
Urban Principal Arterial	33
Urban Major Arterial	42
Urban Major Collector	110
Urban Local Road	377
Total	2,081

Road Safety

The National Highway Traffic Safety Administration reports there were 32 fatal motor vehicle crashes, resulting in 38 fatalities in Fayette County during 2008. Of these, 24 fatalities occurred on rural roads, 8 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Fayette County is 23 minutes. Getting there, 84% drive alone, 1% take public transportation; 2% work at home.

Economic Impact of Transportation Construction in Fayette County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 698 full-time jobs in Fayette County. These employees earn a total annual payroll of \$28.2 million and contribute an estimated \$2.4 million in state and federal payroll tax revenue. This employment includes the equivalent of 348 full-time jobs directly involved in transportation infrastructure construction and related activities and 350 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 18,006 full-time jobs in Fayette County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 447 firms in Fayette County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Forest County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Forest County has 492 miles of paved roadway. Of the county's 136 miles of roadway rated for quality purposes, 1.5% are rated "not acceptable" and need major repairs or replacement.

Forest County also has 67 bridges. The FHWA reports 33% of the county's bridges are either "structurally deficient" (17 bridges) or "functionally obsolete" (5 bridges). It will cost an estimated \$7.3 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	14
Rural Major Arterial	45
Rural Major Collector	76
Rural Minor Collector	38
Rural Local Road	318
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	492

Road Safety

The National Highway Traffic Safety Administration reports there were 2 fatal motor vehicle crashes, resulting in 2 fatalities in Forest County during 2008. Of these, 2 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Forest County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Forest County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 9 full-time jobs in Forest County. These employees earn a total annual payroll of \$338.8 thousand and contribute an estimated \$29.2 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 5 full-time jobs directly involved in transportation infrastructure construction and related activities and 5 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 686 full-time jobs in Forest County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 25 firms in Forest County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Franklin County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Franklin County has 1,751 miles of paved roadway. Of the county's 366 miles of roadway rated for quality purposes, 3.6% are rated "not acceptable" and need major repairs or replacement.

Franklin County also has 349 bridges. The FHWA reports 36% of the county's bridges are either "structurally deficient" (65 bridges) or "functionally obsolete" (62 bridges). It will cost an estimated \$90.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	33
Rural Principal Arterial	14
Rural Major Arterial	90
Rural Major Collector	84
Rural Minor Collector	147
Rural Local Road	932
Urban Interstate	8
Urban Freeway	0
Urban Principal Arterial	27
Urban Major Arterial	34
Urban Major Collector	76
Urban Local Road	305
Total	1,751

Road Safety

The National Highway Traffic Safety Administration reports there were 33 fatal motor vehicle crashes, resulting in 35 fatalities in Franklin County during 2008. Of these, 29 fatalities occurred on rural roads, 4 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Franklin County is 23 minutes. Getting there, 79% drive alone, 0% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Franklin County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 917 full-time jobs in Franklin County. These employees earn a total annual payroll of \$37.8 million and contribute an estimated \$3.3 million in state and federal payroll tax revenue. This employment includes the equivalent of 457 full-time jobs directly involved in transportation infrastructure construction and related activities and 460 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 26,457 full-time jobs in Franklin County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 615 firms in Franklin County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Fulton County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Fulton County has 738 miles of paved roadway. Of the county's 156 miles of roadway rated for quality purposes, 4.4% are rated "not acceptable" and need major repairs or replacement.

Fulton County also has 200 bridges. The FHWA reports 28% of the county's bridges are either "structurally deficient" (34 bridges) or "functionally obsolete" (21 bridges). It will cost an estimated \$86.9 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	39
Rural Principal Arterial	24
Rural Major Arterial	49
Rural Major Collector	44
Rural Minor Collector	69
Rural Local Road	513
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	738

Road Safety

The National Highway Traffic Safety Administration reports there were 1 fatal motor vehicle crashes, resulting in 1 fatalities in Fulton County during 2008. Of these, 1 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Fulton County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Fulton County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 126 full-time jobs in Fulton County. These employees earn a total annual payroll of \$6.6 million and contribute an estimated \$565.6 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 63 full-time jobs directly involved in transportation infrastructure construction and related activities and 63 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 3,151 full-time jobs in Fulton County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 63 firms in Fulton County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Greene County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Greene County has 1,516 miles of paved roadway. Of the county's 304 miles of roadway rated for quality purposes, 1.9% are rated "not acceptable" and need major repairs or replacement.

Greene County also has 339 bridges. The FHWA reports 50% of the county's bridges are either "structurally deficient" (113 bridges) or "functionally obsolete" (58 bridges). It will cost an estimated \$100.3 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	20
Rural Principal Arterial	11
Rural Major Arterial	50
Rural Major Collector	203
Rural Minor Collector	81
Rural Local Road	1,091
Urban Interstate	2
Urban Freeway	0
Urban Principal Arterial	2
Urban Major Arterial	7
Urban Major Collector	9
Urban Local Road	40
Total	1,516

Road Safety

The National Highway Traffic Safety Administration reports there were 11 fatal motor vehicle crashes, resulting in 12 fatalities in Greene County during 2008. Of these, 12 fatalities occurred on rural roads, 3 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Greene County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Greene County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 87 full-time jobs in Greene County. These employees earn a total annual payroll of \$3.5 million and contribute an estimated \$304.6 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 43 full-time jobs directly involved in transportation infrastructure construction and related activities and 43 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 4,169 full-time jobs in Greene County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 99 firms in Greene County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Huntingdon County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Huntingdon County has 1,441 miles of paved roadway. Of the county's 303 miles of roadway rated for quality purposes, 1.0% are rated "not acceptable" and need major repairs or replacement.

Huntingdon County also has 254 bridges. The FHWA reports 43% of the county's bridges are either "structurally deficient" (76 bridges) or "functionally obsolete" (32 bridges). It will cost an estimated \$159.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	2
Rural Principal Arterial	47
Rural Major Arterial	82
Rural Major Collector	158
Rural Minor Collector	102
Rural Local Road	1,006
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	5
Urban Major Arterial	5
Urban Major Collector	3
Urban Local Road	31
Total	1,441

Road Safety

The National Highway Traffic Safety Administration reports there were 5 fatal motor vehicle crashes, resulting in 5 fatalities in Huntingdon County during 2008. Of these, 5 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Huntingdon County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Huntingdon County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 122 full-time jobs in Huntingdon County. These employees earn a total annual payroll of \$5.3 million and contribute an estimated \$456.8 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 61 full-time jobs directly involved in transportation infrastructure construction and related activities and 61 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 5,234 full-time jobs in Huntingdon County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 139 firms in Huntingdon County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Indiana County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Indiana County has 2,091 miles of paved roadway. Of the county's 433 miles of roadway rated for quality purposes, 0.2% are rated "not acceptable" and need major repairs or replacement.

Indiana County also has 367 bridges. The FHWA reports 44% of the county's bridges are either "structurally deficient" (108 bridges) or "functionally obsolete" (55 bridges). It will cost an estimated \$96.0 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	67
Rural Major Arterial	80
Rural Major Collector	207
Rural Minor Collector	175
Rural Local Road	1,355
Urban Interstate	0
Urban Freeway	6
Urban Principal Arterial	23
Urban Major Arterial	16
Urban Major Collector	34
Urban Local Road	128
Total	2,091

Road Safety

The National Highway Traffic Safety Administration reports there were 14 fatal motor vehicle crashes, resulting in 16 fatalities in Indiana County during 2008. Of these, 11 fatalities occurred on rural roads, 10 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Indiana County is 22 minutes. Getting there, 76% drive alone, 1% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Indiana County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 581 full-time jobs in Indiana County. These employees earn a total annual payroll of \$28.2 million and contribute an estimated \$2.4 million in state and federal payroll tax revenue. This employment includes the equivalent of 289 full-time jobs directly involved in transportation infrastructure construction and related activities and 291 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 11,226 full-time jobs in Indiana County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 317 firms in Indiana County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Jefferson County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Jefferson County has 1,407 miles of paved roadway. Of the county's 283 miles of roadway rated for quality purposes, 0.8% are rated "not acceptable" and need major repairs or replacement.

Jefferson County also has 247 bridges. The FHWA reports 38% of the county's bridges are either "structurally deficient" (62 bridges) or "functionally obsolete" (31 bridges). It will cost an estimated \$63.0 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	24
Rural Principal Arterial	31
Rural Major Arterial	102
Rural Major Collector	104
Rural Minor Collector	159
Rural Local Road	928
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	5
Urban Major Arterial	8
Urban Major Collector	8
Urban Local Road	38
Total	1,407

Road Safety

The National Highway Traffic Safety Administration reports there were 9 fatal motor vehicle crashes, resulting in 10 fatalities in Jefferson County during 2008. Of these, 10 fatalities occurred on rural roads, 3 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Jefferson County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Jefferson County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 184 full-time jobs in Jefferson County. These employees earn a total annual payroll of \$6.0 million and contribute an estimated \$519.3 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 91 full-time jobs directly involved in transportation infrastructure construction and related activities and 92 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 8,512 full-time jobs in Jefferson County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 195 firms in Jefferson County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Juniata County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Juniata County has 735 miles of paved roadway. Of the county's 137 miles of roadway rated for quality purposes, 0.7% are rated "not acceptable" and need major repairs or replacement.

Juniata County also has 198 bridges. The FHWA reports 32% of the county's bridges are either "structurally deficient" (55 bridges) or "functionally obsolete" (9 bridges). It will cost an estimated \$67.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	22
Rural Major Arterial	47
Rural Major Collector	69
Rural Minor Collector	90
Rural Local Road	508
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	735

Road Safety

The National Highway Traffic Safety Administration reports there were 3 fatal motor vehicle crashes, resulting in 3 fatalities in Juniata County during 2008. Of these, 3 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Juniata County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Juniata County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 249 full-time jobs in Juniata County. These employees earn a total annual payroll of \$12.7 million and contribute an estimated \$1.1 million in state and federal payroll tax revenue. This employment includes the equivalent of 124 full-time jobs directly involved in transportation infrastructure construction and related activities and 125 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 4,080 full-time jobs in Juniata County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 101 firms in Juniata County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Lackawanna County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Lackawanna County has 1,598 miles of paved roadway. Of the county's 453 miles of roadway rated for quality purposes, 9.2% are rated "not acceptable" and need major repairs or replacement.

Lackawanna County also has 554 bridges. The FHWA reports 30% of the county's bridges are either "structurally deficient" (91 bridges) or "functionally obsolete" (73 bridges). It will cost an estimated \$151.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	29
Rural Principal Arterial	0
Rural Major Arterial	18
Rural Major Collector	87
Rural Minor Collector	71
Rural Local Road	361
Urban Interstate	34
Urban Freeway	21
Urban Principal Arterial	60
Urban Major Arterial	95
Urban Major Collector	111
Urban Local Road	713
Total	1,598

Road Safety

The National Highway Traffic Safety Administration reports there were 22 fatal motor vehicle crashes, resulting in 24 fatalities in Lackawanna County during 2008. Of these, 8 fatalities occurred on rural roads, 6 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Lackawanna County is 19 minutes. Getting there, 82% drive alone, 1% take public transportation; 2% work at home.

Economic Impact of Transportation Construction in Lackawanna County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 883 full-time jobs in Lackawanna County. These employees earn a total annual payroll of \$34.0 million and contribute an estimated \$2.9 million in state and federal payroll tax revenue. This employment includes the equivalent of 440 full-time jobs directly involved in transportation infrastructure construction and related activities and 443 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 37,565 full-time jobs in Lackawanna County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 822 firms in Lackawanna County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Lancaster County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Lancaster County has 3,877 miles of paved roadway. Of the county's 822 miles of roadway rated for quality purposes, 3.7% are rated "not acceptable" and need major repairs or replacement.

Lancaster County also has 964 bridges. The FHWA reports 36% of the county's bridges are either "structurally deficient" (196 bridges) or "functionally obsolete" (148 bridges). It will cost an estimated \$252.5 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	24
Rural Principal Arterial	52
Rural Major Arterial	99
Rural Major Collector	108
Rural Minor Collector	227
Rural Local Road	1,458
Urban Interstate	7
Urban Freeway	32
Urban Principal Arterial	69
Urban Major Arterial	190
Urban Major Collector	241
Urban Local Road	1,370
Total	3,877

Road Safety

The National Highway Traffic Safety Administration reports there were 60 fatal motor vehicle crashes, resulting in 64 fatalities in Lancaster County during 2008. Of these, 39 fatalities occurred on rural roads, 9 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Lancaster County is 20 minutes. Getting there, 80% drive alone, 1% take public transportation; 6% work at home.

Economic Impact of Transportation Construction in Lancaster County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 3,540 full-time jobs in Lancaster County. These employees earn a total annual payroll of \$156.0 million and contribute an estimated \$13.4 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,764 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,777 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 96,179 full-time jobs in Lancaster County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 2,478 firms in Lancaster County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Lawrence County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Lawrence County has 1,197 miles of paved roadway. Of the county's 290 miles of roadway rated for quality purposes, 4.3% are rated "not acceptable" and need major repairs or replacement.

Lawrence County also has 341 bridges. The FHWA reports 43% of the county's bridges are either "structurally deficient" (124 bridges) or "functionally obsolete" (24 bridges). It will cost an estimated \$160.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	13
Rural Principal Arterial	38
Rural Major Arterial	53
Rural Major Collector	88
Rural Minor Collector	60
Rural Local Road	601
Urban Interstate	0
Urban Freeway	2
Urban Principal Arterial	22
Urban Major Arterial	29
Urban Major Collector	45
Urban Local Road	246
Total	1,197

Road Safety

The National Highway Traffic Safety Administration reports there were 8 fatal motor vehicle crashes, resulting in 8 fatalities in Lawrence County during 2008. Of these, 6 fatalities occurred on rural roads, 1 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Lawrence County is 21 minutes. Getting there, 81% drive alone, 2% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Lawrence County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 765 full-time jobs in Lawrence County. These employees earn a total annual payroll of \$37.5 million and contribute an estimated \$3.2 million in state and federal payroll tax revenue. This employment includes the equivalent of 381 full-time jobs directly involved in transportation infrastructure construction and related activities and 384 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 11,035 full-time jobs in Lawrence County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 308 firms in Lawrence County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Lebanon County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Lebanon County has 1,188 miles of paved roadway. Of the county's 283 miles of roadway rated for quality purposes, 5.4% are rated "not acceptable" and need major repairs or replacement.

Lebanon County also has 266 bridges. The FHWA reports 28% of the county's bridges are either "structurally deficient" (44 bridges) or "functionally obsolete" (31 bridges). It will cost an estimated \$68.5 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	30
Rural Principal Arterial	21
Rural Major Arterial	26
Rural Major Collector	93
Rural Minor Collector	81
Rural Local Road	479
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	34
Urban Major Arterial	22
Urban Major Collector	59
Urban Local Road	345
Total	1,188

Road Safety

The National Highway Traffic Safety Administration reports there were 17 fatal motor vehicle crashes, resulting in 19 fatalities in Lebanon County during 2008. Of these, 11 fatalities occurred on rural roads, 5 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Lebanon County is 21 minutes. Getting there, 82% drive alone, 1% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Lebanon County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 634 full-time jobs in Lebanon County. These employees earn a total annual payroll of \$26.2 million and contribute an estimated \$2.3 million in state and federal payroll tax revenue. This employment includes the equivalent of 316 full-time jobs directly involved in transportation infrastructure construction and related activities and 318 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 23,617 full-time jobs in Lebanon County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 423 firms in Lebanon County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Lehigh County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Lehigh County has 2,028 miles of paved roadway. Of the county's 475 miles of roadway rated for quality purposes, 4.3% are rated "not acceptable" and need major repairs or replacement.

Lehigh County also has 550 bridges. The FHWA reports 37% of the county's bridges are either "structurally deficient" (93 bridges) or "functionally obsolete" (108 bridges). It will cost an estimated \$121.3 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	7
Rural Principal Arterial	15
Rural Major Arterial	13
Rural Major Collector	44
Rural Minor Collector	59
Rural Local Road	517
Urban Interstate	38
Urban Freeway	15
Urban Principal Arterial	100
Urban Major Arterial	73
Urban Major Collector	169
Urban Local Road	977
Total	2,028

Road Safety

The National Highway Traffic Safety Administration reports there were 32 fatal motor vehicle crashes, resulting in 37 fatalities in Lehigh County during 2008. Of these, 10 fatalities occurred on rural roads, 5 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Lehigh County is 23 minutes. Getting there, 82% drive alone, 3% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Lehigh County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 2,320 full-time jobs in Lehigh County. These employees earn a total annual payroll of \$97.5 million and contribute an estimated \$8.4 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,156 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,164 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 54,593 full-time jobs in Lehigh County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 1,209 firms in Lehigh County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Luzerne County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Luzerne County has 2,675 miles of paved roadway. Of the county's 705 miles of roadway rated for quality purposes, 4.9% are rated "not acceptable" and need major repairs or replacement.

Luzerne County also has 604 bridges. The FHWA reports 36% of the county's bridges are either "structurally deficient" (115 bridges) or "functionally obsolete" (103 bridges). It will cost an estimated \$250.8 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	58
Rural Principal Arterial	2
Rural Major Arterial	90
Rural Major Collector	133
Rural Minor Collector	124
Rural Local Road	938
Urban Interstate	27
Urban Freeway	11
Urban Principal Arterial	77
Urban Major Arterial	157
Urban Major Collector	150
Urban Local Road	908
Total	2,675

Road Safety

The National Highway Traffic Safety Administration reports there were 48 fatal motor vehicle crashes, resulting in 53 fatalities in Luzerne County during 2008. Of these, 28 fatalities occurred on rural roads, 8 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Luzerne County is 21 minutes. Getting there, 83% drive alone, 1% take public transportation; 2% work at home.

Economic Impact of Transportation Construction in Luzerne County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 1,905 full-time jobs in Luzerne County. These employees earn a total annual payroll of \$79.0 million and contribute an estimated \$6.8 million in state and federal payroll tax revenue. This employment includes the equivalent of 949 full-time jobs directly involved in transportation infrastructure construction and related activities and 956 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 54,721 full-time jobs in Luzerne County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 1,049 firms in Luzerne County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Lycoming County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Lycoming County has 2,191 miles of paved roadway. Of the county's 493 miles of roadway rated for quality purposes, 1.8% are rated "not acceptable" and need major repairs or replacement.

Lycoming County also has 564 bridges. The FHWA reports 26% of the county's bridges are either "structurally deficient" (89 bridges) or "functionally obsolete" (57 bridges). It will cost an estimated \$109.7 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	1
Rural Principal Arterial	18
Rural Major Arterial	94
Rural Major Collector	176
Rural Minor Collector	165
Rural Local Road	1,206
Urban Interstate	18
Urban Freeway	5
Urban Principal Arterial	42
Urban Major Arterial	68
Urban Major Collector	70
Urban Local Road	327
Total	2,191

Road Safety

The National Highway Traffic Safety Administration reports there were 20 fatal motor vehicle crashes, resulting in 20 fatalities in Lycoming County during 2008. Of these, 11 fatalities occurred on rural roads, 7 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Lycoming County is 19 minutes. Getting there, 80% drive alone, 1% take public transportation; 2% work at home.

Economic Impact of Transportation Construction in Lycoming County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 1,086 full-time jobs in Lycoming County. These employees earn a total annual payroll of \$45.8 million and contribute an estimated \$3.9 million in state and federal payroll tax revenue. This employment includes the equivalent of 541 full-time jobs directly involved in transportation infrastructure construction and related activities and 545 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 21,623 full-time jobs in Lycoming County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 402 firms in Lycoming County that are in some way directly involved in transportation construction related work.

Transportation Facts:

McKean County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), McKean County has 1,025 miles of paved roadway. Of the county's 320 miles of roadway rated for quality purposes, 1.7% are rated "not acceptable" and need major repairs or replacement.

McKean County also has 231 bridges. The FHWA reports 49% of the county's bridges are either "structurally deficient" (102 bridges) or "functionally obsolete" (12 bridges). It will cost an estimated \$78.2 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	76
Rural Major Arterial	68
Rural Major Collector	154
Rural Minor Collector	30
Rural Local Road	630
Urban Interstate	0
Urban Freeway	3
Urban Principal Arterial	1
Urban Major Arterial	9
Urban Major Collector	10
Urban Local Road	46
Total	1,025

Road Safety

The National Highway Traffic Safety Administration reports there were 9 fatal motor vehicle crashes, resulting in 9 fatalities in McKean County during 2008. Of these, 8 fatalities occurred on rural roads, 3 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in McKean County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in McKean County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 186 full-time jobs in McKean County. These employees earn a total annual payroll of \$8.2 million and contribute an estimated \$709.8 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 93 full-time jobs directly involved in transportation infrastructure construction and related activities and 94 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 8,090 full-time jobs in McKean County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 137 firms in McKean County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Mercer County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Mercer County has 2,042 miles of paved roadway. Of the county's 493 miles of roadway rated for quality purposes, 2.0% are rated "not acceptable" and need major repairs or replacement.

Mercer County also has 531 bridges. The FHWA reports 26% of the county's bridges are either "structurally deficient" (72 bridges) or "functionally obsolete" (66 bridges). It will cost an estimated \$81.4 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	48
Rural Principal Arterial	19
Rural Major Arterial	90
Rural Major Collector	180
Rural Minor Collector	140
Rural Local Road	1,122
Urban Interstate	6
Urban Freeway	6
Urban Principal Arterial	20
Urban Major Arterial	58
Urban Major Collector	66
Urban Local Road	287
Total	2,042

Road Safety

The National Highway Traffic Safety Administration reports there were 21 fatal motor vehicle crashes, resulting in 22 fatalities in Mercer County during 2008. Of these, 12 fatalities occurred on rural roads, 6 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Mercer County is 18 minutes. Getting there, 85% drive alone, 0% take public transportation; 5% work at home.

Economic Impact of Transportation Construction in Mercer County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 441 full-time jobs in Mercer County. These employees earn a total annual payroll of \$20.9 million and contribute an estimated \$1.8 million in state and federal payroll tax revenue. This employment includes the equivalent of 220 full-time jobs directly involved in transportation infrastructure construction and related activities and 221 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 21,440 full-time jobs in Mercer County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 409 firms in Mercer County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Mifflin County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Mifflin County has 715 miles of paved roadway. Of the county's 157 miles of roadway rated for quality purposes, 1.6% are rated "not acceptable" and need major repairs or replacement.

Mifflin County also has 256 bridges. The FHWA reports 26% of the county's bridges are either "structurally deficient" (38 bridges) or "functionally obsolete" (28 bridges). It will cost an estimated \$55.7 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	45
Rural Major Arterial	16
Rural Major Collector	40
Rural Minor Collector	64
Rural Local Road	415
Urban Interstate	0
Urban Freeway	9
Urban Principal Arterial	10
Urban Major Arterial	16
Urban Major Collector	22
Urban Local Road	79
Total	715

Road Safety

The National Highway Traffic Safety Administration reports there were 4 fatal motor vehicle crashes, resulting in 4 fatalities in Mifflin County during 2008. Of these, 4 fatalities occurred on rural roads, 1 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Mifflin County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Mifflin County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 91 full-time jobs in Mifflin County. These employees earn a total annual payroll of \$3.5 million and contribute an estimated \$304.1 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 45 full-time jobs directly involved in transportation infrastructure construction and related activities and 46 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 8,277 full-time jobs in Mifflin County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 123 firms in Mifflin County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Monroe County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Monroe County has 1,578 miles of paved roadway. Of the county's 324 miles of roadway rated for quality purposes, 4.3% are rated "not acceptable" and need major repairs or replacement.

Monroe County also has 392 bridges. The FHWA reports 40% of the county's bridges are either "structurally deficient" (95 bridges) or "functionally obsolete" (60 bridges). It will cost an estimated \$94.7 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	28
Rural Principal Arterial	17
Rural Major Arterial	83
Rural Major Collector	72
Rural Minor Collector	81
Rural Local Road	769
Urban Interstate	13
Urban Freeway	0
Urban Principal Arterial	12
Urban Major Arterial	51
Urban Major Collector	47
Urban Local Road	404
Total	1,578

Road Safety

The National Highway Traffic Safety Administration reports there were 33 fatal motor vehicle crashes, resulting in 33 fatalities in Monroe County during 2008. Of these, 24 fatalities occurred on rural roads, 5 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Monroe County is 38 minutes. Getting there, 76% drive alone, 5% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Monroe County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 670 full-time jobs in Monroe County. These employees earn a total annual payroll of \$25.6 million and contribute an estimated \$2.2 million in state and federal payroll tax revenue. This employment includes the equivalent of 334 full-time jobs directly involved in transportation infrastructure construction and related activities and 336 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 31,214 full-time jobs in Monroe County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 661 firms in Monroe County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Montgomery County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Montgomery County has 3,640 miles of paved roadway. Of the county's 1,038 miles of roadway rated for quality purposes, 9.3% are rated "not acceptable" and need major repairs or replacement.

Montgomery County also has 1,080 bridges. The FHWA reports 40% of the county's bridges are either "structurally deficient" (219 bridges) or "functionally obsolete" (214 bridges). It will cost an estimated \$344.4 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	3
Rural Principal Arterial	14
Rural Major Arterial	10
Rural Major Collector	18
Rural Minor Collector	8
Rural Local Road	199
Urban Interstate	54
Urban Freeway	30
Urban Principal Arterial	283
Urban Major Arterial	248
Urban Major Collector	378
Urban Local Road	2,395
Total	3,640

Road Safety

The National Highway Traffic Safety Administration reports there were 54 fatal motor vehicle crashes, resulting in 57 fatalities in Montgomery County during 2008. Of these, 13 fatalities occurred on rural roads, 16 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Montgomery County is 26 minutes. Getting there, 79% drive alone, 4% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Montgomery County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 8,237 full-time jobs in Montgomery County. These employees earn a total annual payroll of \$405.3 million and contribute an estimated \$34.9 million in state and federal payroll tax revenue. This employment includes the equivalent of 4,104 full-time jobs directly involved in transportation infrastructure construction and related activities and 4,134 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 136,774 full-time jobs in Montgomery County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 4,012 firms in Montgomery County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Montour County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Montour County has 410 miles of paved roadway. Of the county's 76 miles of roadway rated for quality purposes, 2.6% are rated "not acceptable" and need major repairs or replacement.

Montour County also has 125 bridges. The FHWA reports 26% of the county's bridges are either "structurally deficient" (14 bridges) or "functionally obsolete" (18 bridges). It will cost an estimated \$14.5 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	12
Rural Principal Arterial	3
Rural Major Arterial	18
Rural Major Collector	22
Rural Minor Collector	30
Rural Local Road	275
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	7
Urban Major Arterial	5
Urban Major Collector	9
Urban Local Road	28
Total	410

Road Safety

The National Highway Traffic Safety Administration reports there were 2 fatal motor vehicle crashes, resulting in 2 fatalities in Montour County during 2008. Of these, 1 fatalities occurred on rural roads, 1 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Montour County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Montour County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 60 full-time jobs in Montour County. These employees earn a total annual payroll of \$2.5 million and contribute an estimated \$219.2 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 30 full-time jobs directly involved in transportation infrastructure construction and related activities and 30 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 2,774 full-time jobs in Montour County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 61 firms in Montour County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Northampton County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Northampton County has 1,960 miles of paved roadway. Of the county's 451 miles of roadway rated for quality purposes, 5.6% are rated "not acceptable" and need major repairs or replacement.

Northampton County also has 458 bridges. The FHWA reports 33% of the county's bridges are either "structurally deficient" (57 bridges) or "functionally obsolete" (94 bridges). It will cost an estimated \$98.0 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	25
Rural Major Arterial	46
Rural Major Collector	36
Rural Minor Collector	46
Rural Local Road	516
Urban Interstate	12
Urban Freeway	18
Urban Principal Arterial	51
Urban Major Arterial	93
Urban Major Collector	171
Urban Local Road	946
Total	1,960

Road Safety

The National Highway Traffic Safety Administration reports there were 22 fatal motor vehicle crashes, resulting in 22 fatalities in Northampton County during 2008. Of these, 9 fatalities occurred on rural roads, 6 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Northampton County is 27 minutes. Getting there, 82% drive alone, 2% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Northampton County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 1,520 full-time jobs in Northampton County. These employees earn a total annual payroll of \$70.6 million and contribute an estimated \$6.1 million in state and federal payroll tax revenue. This employment includes the equivalent of 757 full-time jobs directly involved in transportation infrastructure construction and related activities and 763 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 38,844 full-time jobs in Northampton County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 1,164 firms in Northampton County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Northumberland County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Northumberland County has 1,424 miles of paved roadway. Of the county's 346 miles of roadway rated for quality purposes, 1.3% are rated "not acceptable" and need major repairs or replacement.

Northumberland County also has 339 bridges. The FHWA reports 27% of the county's bridges are either "structurally deficient" (33 bridges) or "functionally obsolete" (59 bridges). It will cost an estimated \$53.7 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	15
Rural Principal Arterial	23
Rural Major Arterial	86
Rural Major Collector	117
Rural Minor Collector	91
Rural Local Road	776
Urban Interstate	0
Urban Freeway	5
Urban Principal Arterial	31
Urban Major Arterial	28
Urban Major Collector	42
Urban Local Road	210
Total	1,424

Road Safety

The National Highway Traffic Safety Administration reports there were 9 fatal motor vehicle crashes, resulting in 9 fatalities in Northumberland County during 2008. Of these, 8 fatalities occurred on rural roads, 2 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Northumberland County is 23 minutes. Getting there, 81% drive alone, 0% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Northumberland County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 273 full-time jobs in Northumberland County. These employees earn a total annual payroll of \$10.4 million and contribute an estimated \$899.4 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 136 full-time jobs directly involved in transportation infrastructure construction and related activities and 137 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 12,857 full-time jobs in Northumberland County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 234 firms in Northumberland County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Perry County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Perry County has 1,085 miles of paved roadway. Of the county's 228 miles of roadway rated for quality purposes, 0.4% are rated "not acceptable" and need major repairs or replacement.

Perry County also has 208 bridges. The FHWA reports 37% of the county's bridges are either "structurally deficient" (50 bridges) or "functionally obsolete" (26 bridges). It will cost an estimated \$67.5 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	36
Rural Major Arterial	78
Rural Major Collector	103
Rural Minor Collector	73
Rural Local Road	758
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	8
Urban Major Arterial	1
Urban Major Collector	3
Urban Local Road	25
Total	1,085

Road Safety

The National Highway Traffic Safety Administration reports there were 9 fatal motor vehicle crashes, resulting in 9 fatalities in Perry County during 2008. Of these, 7 fatalities occurred on rural roads, 2 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Perry County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Perry County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 143 full-time jobs in Perry County. These employees earn a total annual payroll of \$5.1 million and contribute an estimated \$442.4 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 71 full-time jobs directly involved in transportation infrastructure construction and related activities and 72 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 3,690 full-time jobs in Perry County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 204 firms in Perry County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Philadelphia County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Philadelphia County has 2,590 miles of paved roadway. Of the county's 657 miles of roadway rated for quality purposes, 21.5% are rated "not acceptable" and need major repairs or replacement.

Philadelphia County also has 1,128 bridges. The FHWA reports 33% of the county's bridges are either "structurally deficient" (152 bridges) or "functionally obsolete" (223 bridges). It will cost an estimated \$1,150.8 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	0
Rural Major Arterial	0
Rural Major Collector	0
Rural Minor Collector	0
Rural Local Road	0
Urban Interstate	35
Urban Freeway	7
Urban Principal Arterial	219
Urban Major Arterial	227
Urban Major Collector	169
Urban Local Road	1,933
Total	2,590

Road Safety

The National Highway Traffic Safety Administration reports there were 118 fatal motor vehicle crashes, resulting in 125 fatalities in Philadelphia County during 2008. Of these, 0 fatalities occurred on rural roads, 36 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Philadelphia County is 30 minutes. Getting there, 52% drive alone, 25% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Philadelphia County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 25,316 full-time jobs in Philadelphia County. These employees earn a total annual payroll of \$1.5 billion and contribute an estimated \$131.8 million in state and federal payroll tax revenue. This employment includes the equivalent of 12,612 full-time jobs directly involved in transportation infrastructure construction and related activities and 12,704 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 168,938 full-time jobs in Philadelphia County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 2,170 firms in Philadelphia County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Pike County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Pike County has 644 miles of paved roadway. Of the county's 219 miles of roadway rated for quality purposes, 7.9% are rated "not acceptable" and need major repairs or replacement.

Pike County also has 193 bridges. The FHWA reports 34% of the county's bridges are either "structurally deficient" (46 bridges) or "functionally obsolete" (20 bridges). It will cost an estimated \$70.6 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	35
Rural Principal Arterial	5
Rural Major Arterial	94
Rural Major Collector	84
Rural Minor Collector	66
Rural Local Road	359
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	644

Road Safety

The National Highway Traffic Safety Administration reports there were 8 fatal motor vehicle crashes, resulting in 9 fatalities in Pike County during 2008. Of these, 9 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Pike County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Pike County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 92 full-time jobs in Pike County. These employees earn a total annual payroll of \$3.6 million and contribute an estimated \$311.2 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 46 full-time jobs directly involved in transportation infrastructure construction and related activities and 46 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 4,229 full-time jobs in Pike County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 247 firms in Pike County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Potter County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Potter County has 1,294 miles of paved roadway. Of the county's 237 miles of roadway rated for quality purposes, 0.2% are rated "not acceptable" and need major repairs or replacement.

Potter County also has 190 bridges. The FHWA reports 46% of the county's bridges are either "structurally deficient" (84 bridges) or "functionally obsolete" (3 bridges). It will cost an estimated \$65.1 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	37
Rural Major Arterial	89
Rural Major Collector	111
Rural Minor Collector	134
Rural Local Road	923
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	1,294

Road Safety

The National Highway Traffic Safety Administration reports there were 4 fatal motor vehicle crashes, resulting in 4 fatalities in Potter County during 2008. Of these, 4 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Potter County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Potter County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 46 full-time jobs in Potter County. These employees earn a total annual payroll of \$1.8 million and contribute an estimated \$152.8 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 23 full-time jobs directly involved in transportation infrastructure construction and related activities and 23 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 2,178 full-time jobs in Potter County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 56 firms in Potter County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Schuylkill County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Schuylkill County has 1,894 miles of paved roadway. Of the county's 459 miles of roadway rated for quality purposes, 2.7% are rated "not acceptable" and need major repairs or replacement.

Schuylkill County also has 416 bridges. The FHWA reports 42% of the county's bridges are either "structurally deficient" (115 bridges) or "functionally obsolete" (58 bridges). It will cost an estimated \$91.4 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	43
Rural Principal Arterial	32
Rural Major Arterial	104
Rural Major Collector	159
Rural Minor Collector	132
Rural Local Road	969
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	21
Urban Major Arterial	57
Urban Major Collector	44
Urban Local Road	334
Total	1,894

Road Safety

The National Highway Traffic Safety Administration reports there were 29 fatal motor vehicle crashes, resulting in 30 fatalities in Schuylkill County during 2008. Of these, 20 fatalities occurred on rural roads, 7 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Schuylkill County is 25 minutes. Getting there, 80% drive alone, 1% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Schuylkill County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 675 full-time jobs in Schuylkill County. These employees earn a total annual payroll of \$27.2 million and contribute an estimated \$2.3 million in state and federal payroll tax revenue. This employment includes the equivalent of 336 full-time jobs directly involved in transportation infrastructure construction and related activities and 339 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 23,949 full-time jobs in Schuylkill County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 466 firms in Schuylkill County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Snyder County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Snyder County has 868 miles of paved roadway. Of the county's 139 miles of roadway rated for quality purposes, 1.3% are rated "not acceptable" and need major repairs or replacement.

Snyder County also has 171 bridges. The FHWA reports 32% of the county's bridges are either "structurally deficient" (30 bridges) or "functionally obsolete" (24 bridges). It will cost an estimated \$35.4 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	39
Rural Major Arterial	31
Rural Major Collector	35
Rural Minor Collector	81
Rural Local Road	586
Urban Interstate	0
Urban Freeway	2
Urban Principal Arterial	11
Urban Major Arterial	6
Urban Major Collector	15
Urban Local Road	62
Total	868

Road Safety

The National Highway Traffic Safety Administration reports there were 6 fatal motor vehicle crashes, resulting in 6 fatalities in Snyder County during 2008. Of these, 4 fatalities occurred on rural roads, 2 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Snyder County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Snyder County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 223 full-time jobs in Snyder County. These employees earn a total annual payroll of \$8.9 million and contribute an estimated \$769.1 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 111 full-time jobs directly involved in transportation infrastructure construction and related activities and 112 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 9,713 full-time jobs in Snyder County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 130 firms in Snyder County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Somerset County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Somerset County has 2,287 miles of paved roadway. Of the county's 441 miles of roadway rated for quality purposes, 0.9% are rated "not acceptable" and need major repairs or replacement.

Somerset County also has 516 bridges. The FHWA reports 34% of the county's bridges are either "structurally deficient" (139 bridges) or "functionally obsolete" (38 bridges). It will cost an estimated \$312.6 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	23
Rural Principal Arterial	83
Rural Major Arterial	101
Rural Major Collector	175
Rural Minor Collector	237
Rural Local Road	1,531
Urban Interstate	7
Urban Freeway	1
Urban Principal Arterial	17
Urban Major Arterial	14
Urban Major Collector	20
Urban Local Road	78
Total	2,287

Road Safety

The National Highway Traffic Safety Administration reports there were 21 fatal motor vehicle crashes, resulting in 23 fatalities in Somerset County during 2008. Of these, 20 fatalities occurred on rural roads, 5 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Somerset County is 23 minutes. Getting there, 80% drive alone, 0% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in Somerset County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 462 full-time jobs in Somerset County. These employees earn a total annual payroll of \$20.3 million and contribute an estimated \$1.7 million in state and federal payroll tax revenue. This employment includes the equivalent of 230 full-time jobs directly involved in transportation infrastructure construction and related activities and 232 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 12,057 full-time jobs in Somerset County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 367 firms in Somerset County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Sullivan County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Sullivan County has 615 miles of paved roadway. Of the county's 124 miles of roadway rated for quality purposes, 0.0% are rated "not acceptable" and need major repairs or replacement.

Sullivan County also has 115 bridges. The FHWA reports 31% of the county's bridges are either "structurally deficient" (26 bridges) or "functionally obsolete" (10 bridges). It will cost an estimated \$15.6 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	0
Rural Major Arterial	58
Rural Major Collector	66
Rural Minor Collector	38
Rural Local Road	453
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	615

Road Safety

The National Highway Traffic Safety Administration reports there were 0 fatal motor vehicle crashes, resulting in 0 fatalities in Sullivan County during 2008. Of these, 0 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Sullivan County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Sullivan County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 9 full-time jobs in Sullivan County. These employees earn a total annual payroll of \$0.4 million and contribute an estimated \$30.5 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 5 full-time jobs directly involved in transportation infrastructure construction and related activities and 5 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 684 full-time jobs in Sullivan County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 34 firms in Sullivan County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Susquehanna County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Susquehanna County has 1,878 miles of paved roadway. Of the county's 308 miles of roadway rated for quality purposes, 0.9% are rated "not acceptable" and need major repairs or replacement.

Susquehanna County also has 303 bridges. The FHWA reports 38% of the county's bridges are either "structurally deficient" (90 bridges) or "functionally obsolete" (25 bridges). It will cost an estimated \$77.8 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	23
Rural Principal Arterial	0
Rural Major Arterial	97
Rural Major Collector	169
Rural Minor Collector	181
Rural Local Road	1,366
Urban Interstate	4
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	2
Urban Major Collector	13
Urban Local Road	22
Total	1,878

Road Safety

The National Highway Traffic Safety Administration reports there were 11 fatal motor vehicle crashes, resulting in 11 fatalities in Susquehanna County during 2008. Of these, 11 fatalities occurred on rural roads, 2 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Susquehanna County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Susquehanna County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 159 full-time jobs in Susquehanna County. These employees earn a total annual payroll of \$6.0 million and contribute an estimated \$519.5 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 79 full-time jobs directly involved in transportation infrastructure construction and related activities and 80 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 3,595 full-time jobs in Susquehanna County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 236 firms in Susquehanna County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Tioga County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Tioga County has 1,972 miles of paved roadway. Of the county's 314 miles of roadway rated for quality purposes, 1.0% are rated "not acceptable" and need major repairs or replacement.

Tioga County also has 441 bridges. The FHWA reports 31% of the county's bridges are either "structurally deficient" (84 bridges) or "functionally obsolete" (54 bridges). It will cost an estimated \$51.0 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	80
Rural Major Arterial	95
Rural Major Collector	139
Rural Minor Collector	162
Rural Local Road	1,496
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	0
Urban Major Collector	0
Urban Local Road	0
Total	1,972

Road Safety

The National Highway Traffic Safety Administration reports there were 8 fatal motor vehicle crashes, resulting in 9 fatalities in Tioga County during 2008. Of these, 9 fatalities occurred on rural roads, 3 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Tioga County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Tioga County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 89 full-time jobs in Tioga County. These employees earn a total annual payroll of \$3.1 million and contribute an estimated \$266.2 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 44 full-time jobs directly involved in transportation infrastructure construction and related activities and 45 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 5,890 full-time jobs in Tioga County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 122 firms in Tioga County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Union County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Union County has 704 miles of paved roadway. Of the county's 147 miles of roadway rated for quality purposes, 1.1% are rated "not acceptable" and need major repairs or replacement.

Union County also has 176 bridges. The FHWA reports 28% of the county's bridges are either "structurally deficient" (29 bridges) or "functionally obsolete" (21 bridges). It will cost an estimated \$28.5 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	16
Rural Principal Arterial	7
Rural Major Arterial	22
Rural Major Collector	55
Rural Minor Collector	78
Rural Local Road	419
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	15
Urban Major Arterial	5
Urban Major Collector	26
Urban Local Road	60
Total	704

Road Safety

The National Highway Traffic Safety Administration reports there were 3 fatal motor vehicle crashes, resulting in 3 fatalities in Union County during 2008. Of these, 2 fatalities occurred on rural roads, 1 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Union County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Union County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 143 full-time jobs in Union County. These employees earn a total annual payroll of \$5.8 million and contribute an estimated \$500.5 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 71 full-time jobs directly involved in transportation infrastructure construction and related activities and 72 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 6,851 full-time jobs in Union County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 175 firms in Union County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Venango County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Venango County has 1,367 miles of paved roadway. Of the county's 398 miles of roadway rated for quality purposes, 0.9% are rated "not acceptable" and need major repairs or replacement.

Venango County also has 217 bridges. The FHWA reports 38% of the county's bridges are either "structurally deficient" (54 bridges) or "functionally obsolete" (28 bridges). It will cost an estimated \$58.3 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	15
Rural Principal Arterial	52
Rural Major Arterial	71
Rural Major Collector	183
Rural Minor Collector	100
Rural Local Road	754
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	17
Urban Major Arterial	19
Urban Major Collector	41
Urban Local Road	116
Total	1,367

Road Safety

The National Highway Traffic Safety Administration reports there were 8 fatal motor vehicle crashes, resulting in 11 fatalities in Venango County during 2008. Of these, 10 fatalities occurred on rural roads, 4 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Venango County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Venango County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 159 full-time jobs in Venango County. These employees earn a total annual payroll of \$6.9 million and contribute an estimated \$593.2 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 79 full-time jobs directly involved in transportation infrastructure construction and related activities and 80 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 9,511 full-time jobs in Venango County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 156 firms in Venango County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Warren County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Warren County has 1,294 miles of paved roadway. Of the county's 285 miles of roadway rated for quality purposes, 1.3% are rated "not acceptable" and need major repairs or replacement.

Warren County also has 221 bridges. The FHWA reports 36% of the county's bridges are either "structurally deficient" (63 bridges) or "functionally obsolete" (17 bridges). It will cost an estimated \$46.6 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	60
Rural Major Arterial	75
Rural Major Collector	104
Rural Minor Collector	140
Rural Local Road	802
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	24
Urban Major Arterial	10
Urban Major Collector	12
Urban Local Road	67
Total	1,294

Road Safety

The National Highway Traffic Safety Administration reports there were 10 fatal motor vehicle crashes, resulting in 11 fatalities in Warren County during 2008. Of these, 10 fatalities occurred on rural roads, 5 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Warren County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Warren County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 141 full-time jobs in Warren County. These employees earn a total annual payroll of \$5.5 million and contribute an estimated \$477.2 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 70 full-time jobs directly involved in transportation infrastructure construction and related activities and 71 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 6,784 full-time jobs in Warren County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 118 firms in Warren County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Washington County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Washington County has 2,873 miles of paved roadway. Of the county's 669 miles of roadway rated for quality purposes, 2.1% are rated "not acceptable" and need major repairs or replacement.

Washington County also has 848 bridges. The FHWA reports 35% of the county's bridges are either "structurally deficient" (207 bridges) or "functionally obsolete" (86 bridges). It will cost an estimated \$232.2 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	34
Rural Principal Arterial	32
Rural Major Arterial	101
Rural Major Collector	195
Rural Minor Collector	208
Rural Local Road	1,280
Urban Interstate	31
Urban Freeway	15
Urban Principal Arterial	41
Urban Major Arterial	110
Urban Major Collector	109
Urban Local Road	717
Total	2,873

Road Safety

The National Highway Traffic Safety Administration reports there were 30 fatal motor vehicle crashes, resulting in 32 fatalities in Washington County during 2008. Of these, 14 fatalities occurred on rural roads, 10 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Washington County is 24 minutes. Getting there, 83% drive alone, 1% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Washington County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 1,504 full-time jobs in Washington County. These employees earn a total annual payroll of \$74.0 million and contribute an estimated \$6.4 million in state and federal payroll tax revenue. This employment includes the equivalent of 749 full-time jobs directly involved in transportation infrastructure construction and related activities and 755 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 27,546 full-time jobs in Washington County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 1,005 firms in Washington County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Wayne County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Wayne County has 1,427 miles of paved roadway. Of the county's 246 miles of roadway rated for quality purposes, 1.4% are rated "not acceptable" and need major repairs or replacement.

Wayne County also has 256 bridges. The FHWA reports 37% of the county's bridges are either "structurally deficient" (72 bridges) or "functionally obsolete" (23 bridges). It will cost an estimated \$70.5 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	7
Rural Principal Arterial	0
Rural Major Arterial	114
Rural Major Collector	106
Rural Minor Collector	164
Rural Local Road	981
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	0
Urban Major Arterial	12
Urban Major Collector	7
Urban Local Road	36
Total	1,427

Road Safety

The National Highway Traffic Safety Administration reports there were 11 fatal motor vehicle crashes, resulting in 12 fatalities in Wayne County during 2008. Of these, 12 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Wayne County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Wayne County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 436 full-time jobs in Wayne County. These employees earn a total annual payroll of \$19.1 million and contribute an estimated \$1.6 million in state and federal payroll tax revenue. This employment includes the equivalent of 217 full-time jobs directly involved in transportation infrastructure construction and related activities and 219 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 5,833 full-time jobs in Wayne County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 339 firms in Wayne County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Westmoreland County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Westmoreland County has 3,657 miles of paved roadway. Of the county's 927 miles of roadway rated for quality purposes, 2.2% are rated "not acceptable" and need major repairs or replacement.

Westmoreland County also has 768 bridges. The FHWA reports 37% of the county's bridges are either "structurally deficient" (189 bridges) or "functionally obsolete" (98 bridges). It will cost an estimated \$285.3 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	16
Rural Principal Arterial	52
Rural Major Arterial	113
Rural Major Collector	152
Rural Minor Collector	159
Rural Local Road	1,095
Urban Interstate	42
Urban Freeway	32
Urban Principal Arterial	88
Urban Major Arterial	181
Urban Major Collector	252
Urban Local Road	1,475
Total	3,657

Road Safety

The National Highway Traffic Safety Administration reports there were 48 fatal motor vehicle crashes, resulting in 50 fatalities in Westmoreland County during 2008. Of these, 22 fatalities occurred on rural roads, 14 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Westmoreland County is 25 minutes. Getting there, 85% drive alone, 1% take public transportation; 3% work at home.

Economic Impact of Transportation Construction in Westmoreland County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 2,706 full-time jobs in Westmoreland County. These employees earn a total annual payroll of \$138.9 million and contribute an estimated \$12.0 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,348 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,358 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 60,446 full-time jobs in Westmoreland County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 1,617 firms in Westmoreland County that are in some way directly involved in transportation construction related work.

Transportation Facts:

Wyoming County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), Wyoming County has 760 miles of paved roadway. Of the county's 138 miles of roadway rated for quality purposes, 0.3% are rated "not acceptable" and need major repairs or replacement.

Wyoming County also has 145 bridges. The FHWA reports 41% of the county's bridges are either "structurally deficient" (54 bridges) or "functionally obsolete" (5 bridges). It will cost an estimated \$48.2 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	0
Rural Principal Arterial	29
Rural Major Arterial	56
Rural Major Collector	50
Rural Minor Collector	67
Rural Local Road	550
Urban Interstate	0
Urban Freeway	0
Urban Principal Arterial	1
Urban Major Arterial	0
Urban Major Collector	2
Urban Local Road	6
Total	760

Road Safety

The National Highway Traffic Safety Administration reports there were 0 fatal motor vehicle crashes, resulting in 0 fatalities in Wyoming County during 2008. Of these, 0 fatalities occurred on rural roads, 0 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in Wyoming County is n/a minutes. Getting there, n/a drive alone, n/a take public transportation; n/a work at home.

Economic Impact of Transportation Construction in Wyoming County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 66 full-time jobs in Wyoming County. These employees earn a total annual payroll of \$2.7 million and contribute an estimated \$231.3 thousand in state and federal payroll tax revenue. This employment includes the equivalent of 33 full-time jobs directly involved in transportation infrastructure construction and related activities and 33 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 4,817 full-time jobs in Wyoming County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 125 firms in Wyoming County that are in some way directly involved in transportation construction related work.

Transportation Facts:

York County, Pennsylvania

Scope & Condition of Roads & Bridges

According to the Federal Highway Administration (FHWA), York County has 3,768 miles of paved roadway. Of the county's 745 miles of roadway rated for quality purposes, 4.2% are rated "not acceptable" and need major repairs or replacement.

York County also has 651 bridges. The FHWA reports 40% of the county's bridges are either "structurally deficient" (120 bridges) or "functionally obsolete" (141 bridges). It will cost an estimated \$211.8 million to make all necessary bridge repairs in the county.

Roadway Type	Miles
Rural Interstate	6
Rural Principal Arterial	13
Rural Major Arterial	78
Rural Major Collector	149
Rural Minor Collector	209
Rural Local Road	1,584
Urban Interstate	40
Urban Freeway	10
Urban Principal Arterial	66
Urban Major Arterial	135
Urban Major Collector	248
Urban Local Road	1,230
Total	3,768

Road Safety

The National Highway Traffic Safety Administration reports there were 50 fatal motor vehicle crashes, resulting in 54 fatalities in York County during 2008. Of these, 32 fatalities occurred on rural roads, 8 on the National Highway System. Motor vehicle crashes are the number one cause of death and also permanently disabling injuries for young Americans under age 21.

Commuting Patterns

According to the U.S. Census Bureau, the average commute one-way to work in York County is 25 minutes. Getting there, 83% drive alone, 1% take public transportation; 4% work at home.

Economic Impact of Transportation Construction in York County

Analysis of the latest U.S. Census Bureau data shows the design, construction and maintenance of transportation infrastructure supports the equivalent of 3,256 full-time jobs in York County. These employees earn a total annual payroll of \$138.9 million and contribute an estimated \$12.0 million in state and federal payroll tax revenue. This employment includes the equivalent of 1,622 full-time jobs directly involved in transportation infrastructure construction and related activities and 1,634 that are sustained by transportation design and construction industry employee and company spending throughout the region's economy.

Additionally, the existence of more than 80,668 full-time jobs in York County in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the county's transportation infrastructure network.

According to the U.S. Census Bureau, there are at least 1,564 firms in York County that are in some way directly involved in transportation construction related work.

Methodology and Sources

The impact of a \$2.5 billion increase in transportation construction spending is calculated using the U.S. Department of Commerce Regional Input-Output Modeling System (RIMS II). RIMS II is based on input output (I-O) tables. For a given industry, the I-O tables show the industrial distribution of inputs purchased and outputs sold.

Research shows that RIMS II multipliers are similar to other regional I-O models based on in depth and often expensive surveys. According to the U.S. Department of Commerce, RIMS multipliers have been used to estimate such things as the regional impact of military base closings, tourist expenditures, new energy facilities, offshore drilling and the opening or closing of manufacturing plants and other facilities. These multipliers are also used frequently to analyze the impact of new construction projects, including transportation construction.

Industry output for Pennsylvania is the most recent data from the U.S. Bureau of Economic Analysis GDP estimates for the state, broken out by industry, for 2008.

The employment estimates are derived from several different sources. The information includes establishment and employment data for sole proprietorships and businesses identified as relevant to highway, street and bridge construction. The total direct employment number for suppliers is calculated using the percentage of an industry's output that is related to highway, street and bridge construction, based on national input output tables from the U.S. Bureau of Economic Analysis. The private employment data is from the U.S. Census Bureau's County Business Patterns and Nonemployer Statistics series. Government employee data is from the U.S. Census Bureau's Annual State and Local Government Census. All payroll data has been adjusted for inflation to 2009 dollars using the Bureau of Labor Statistics Consumer Price Index.

Induced employment is calculated according to the same method used by the U.S. Department of Transportation Federal Highway Administration (FHWA). FHWA estimates that for every \$1 billion invested in highway construction yields 27,823 jobs. Of that total, 13,861 are considered direct jobs for on-site construction and direct and indirect suppliers, and 13,962 jobs are induced. This study uses that ratio, calculating induced jobs based on the direct employment calculated above.

Data on the infrastructure profile of the counties is from a variety of sources. The miles of roadway and road conditions are calculated from FHWA's Highway Performance Monitoring System, which is comprised of data reported by the states and collected by the U.S. Department of Transportation. All bridge information, including conditions, is from FHWA's National Bridge Inventory.

Average commute times are from the U.S. Census Bureau. Fatality and crash information is from the national Fatality Accident Reporting System.

State data on freight shipments is from the FHWA Freight Analysis Framework and is for 2002, the latest year that data is available. The freight value has been adjusted to 2009 dollars using inflation numbers from the U.S. Bureau of Labor Statistics. The U.S. national totals for 2008 are from FHWA's 2009 Freight Facts and Figures.

The state payroll tax rate is calculated using the average employer tax rate as a percent of total wages. The source for this information is the National Association of State Workforce Agencies (NASWA) and the U.S. Department of Labor Employment Training Administration (ETA) Financial Handbook 394. The federal payroll tax rate is estimated to be 7.65 percent. Income tax contributions are estimated using payroll number and the flat income tax rate in Pennsylvania – 3.7 percent.

The value of capital outlays is an average from the 2007 and 2008 reported value of capital outlays published in Highway Statistics. This data is only for capital outlays by the Pennsylvania DOT on state administered highways, and is not the entire transportation construction market in the state. We estimate that the total value of all transportation construction in Pennsylvania is closer to \$4.7 billion and work on highways and bridges was just over \$3 billion in 2009. This is based on Pennsylvania's estimated share of the national value of transportation construction work. The U.S. value of construction put in place is available monthly from the U.S. Census Bureau. The Economic Census, conducted every five years, provides a specific breakdown of the state value of highway and bridge construction. Pennsylvania's share of total work has averaged 3.9 percent for the 1997, 2002 and 2007 Economic Census. This average was used to estimate Pennsylvania's current share of the total U.S. transportation construction market.

For additional information please contact:

Alison Premo Black
ARTBA VP Policy & Senior Economist
202-289-4434
ablack@artba.org