U.S. Metro Economies

Surface Transportation Infrastructure and Metro Areas
June 2009

American Recovery and Reinvestment Act -
Preliminary Report

Prepared for:

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Prepared by:

THE UNITED STATES CONFERENCE OF MAYORS

THE UNITED STATES CONFERENCE OF MAYORS

Manuel A. Diaz
Mayor of Miami
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Greg Nickels
Mayor of Seattle
Vice President

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Mayor of Burnsville
Second Vice President

Tom Cochran
CEO and Executive Director

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INTRODUCTION

The massive American Recovery and Reinvestment Act of 2009 ("ARRA") program, totaling nearly $800 billion, represents a dramatic response by the federal government to the Great Recession of 2008-2009. The underlying idea, of course, is that spending creates more spending. While all spending in the economy provides some degree of multiplier impacts on other spending, as we evaluate the efficacy of this policy response to economic crisis, we should keep in mind three particular principles.

First, in order to stimulate the economy, such spending must be timely. That is, it should be effective in creating demand and jobs as soon as possible to alleviate the economic dislocation of the recession. Second, this spending should be targeted, generating as much additional, induced, private spending as possible. Third, it should be productive, contributing to permanent long-term gains for the U.S. economy. Although these principles, in some cases, may conflict with each other, it is practical to evaluate spending-related decisions by these collective standards.

Given these principles, metro economies need to be at the center of the U.S. recovery program. The nation's 363 metropolitan areas are home to 86% of U.S. employment and 90% of wage income. They are the key drivers of the nation's economic performance. Without the economic recovery of metro economies, there can be no U.S. recovery. In order for recovery spending to generate employment, there must be an available labor force. The unemployment rate will rise above 9% in metro areas this year and above 10% in 2010. In fact, we project that 85% of the job losses during this recession will occur in metro areas, and 83% of currently unemployed workers in the nation reside in metro areas.

This report is a preliminary analysis of state decisions (announced as of June 3, 2009) allocating the largest source of infrastructure spending in the ARRA legislation – the $18.62 billion in surface transportation funds provided to the states by the Federal Highway Administration (FHWA) to invest in federally-eligible projects at their discretion. Specifically, this report examines how states are allocating these funds to the nation's top 85 metro areas—economies that account for nearly three quarters of all U.S. economic output.

Thus far, ARRA-supported infrastructure projects totaling $18.26 billion have been certified by the states, with the top 85 metros (based on population) receiving a total of $8.80 billion in investment, or 48.3% of the certified amount. These 85 metros comprise 63% of the national population, and 73% of the Gross Domestic Product. They are thus, by either measure, receiving significantly less than a proportionate amount of funding, and less than that which would reflect their role and importance in the economy and its recovery. Importantly, we project that 94% of the nation's future economic growth will come from these and other metro areas, giving further importance to our finding that the nation's largest metro areas are being disadvantaged by state-based allocation processes. For the national economy, such transportation investment practices by state governments mean that all Americans are not realizing the fuller economic benefits that could result if more investment were undertaken in these areas, which undeniably are the engines of U.S. economic growth.

Moreover, in many cases these metros are now experiencing the highest rates of unemployment. They are most in need of recovery spending, and have a large, available, ready and willing workforce to swiftly implement projects.

In addition to the importance of these metros to the national economic recovery, metro economies are at the center of the nation's two most critical transportation challenges: traffic congestion and rising freight movements. For example, we have found that these 85 metro areas account for 86.6% of total road and highway passenger travel congestion costs, yet will receive only 48.3% of state-approved funding provided under the ARRA economic recovery package.

This underinvestment in metro transportation applies to freight transportation as well. The current stimulus allocation directs an average of $1.15 cents per freight ton across the country, while the top 85 metros receive an average of just $0.75 per ton shipped though their region. This implies that the largest metros receive funding that is much less than proportional to their role in freight transport.

Evaluating the distribution of stimulus spending relative to the value of metro area exports, we find that the average for the top 85 metros equals a $10.32 investment per thousand dollars of exports, while for the entire U.S the allocation averages $26.56 per thousand of exports. Facilities that handle goods in and out of the country are almost exclusively located in metro areas, yet the recovery will not reach its full potential because states fail to allocate sufficient resources to these areas.

By all of these measures, the nation's large metro areas are short-changed in terms of stimulus infrastructure funding. Yet, it is in precisely these metros that transportation infrastructure is used most intensively as the workhorse of economic activity and growth. It is generally accepted among transportation experts that investment in these metros, especially towards reducing transportation congestion costs, can yield greater benefits for the U.S. economy.

TRANSPORTATION INFRASTRUCTURE BENEFITS FOR ECONOMIC GROWTH AND WELFARE

Surface transportation involves the movement of goods and people through geographic space, and in two broad areas, adds to economic well-being and economic growth.

From the perspective of households, surface transportation, by road or rail, serves a threefold economic purpose. First, it enables the commute from home to workplace, a necessary condition for participation in the economy by earning income from the application of skills and efforts. Second, it grants access to the variety of goods and services available to the consumers of an advanced economy. Third, it is an integral part of leisure travel, so important to many households' well-being.

In each case, there are quantifiable benefits to the availability of reliable, cheaper, and faster transportation. The opportunity cost of time spent traveling from point to point in any of these pursuits is surely its most significant component.

From the standpoint of private and public enterprise, transportation costs are an intrinsic and direct cost of doing business. For businesses shipping goods, road or rail congestion means longer travel times and less reliability of delivery or arrival times. These problems result in the extra expense of more drivers' wages, the costs of longer hours at facilities to process late deliveries, and the spoilage of perishable commodities. Production or logistics planning become less efficient as inventories must be increased to cover for unreliable deliveries, and advanced just-in-time processes are hamstrung.

As a means of jumpstarting the economy, and as a means for positioning the national economy for future economic growth, infrastructure repair and reinvestment may be most productive where economic activity is greatest. Metro areas contribute 90% of the production of goods and services that make up the nation's Gross Domestic Product. Investment in metro areas lowers the costs of doing business, stimulating further business activity and economic growth.

The long-term productivity of infrastructure spending will tend to be greater when it is invested where economic growth will occur, and we expect that 94% of U.S. economic growth over the next 20 years will occur in metro areas.

Transportation infrastructure spending, in particular, plays a large role in the ARRA. Notably, $45 billon is devoted to transportation spending, including $27.5 billion for surface transportation investment under Federal Highway Administration programs. In addition to investments in highway capacity and maintenance, ARRA provides flexibility in the use of these funds to also undertake projects for bridge repair as well as bus and rail transport. By utilizing the extensive inventory of transportation planning projects and proposals maintained by city, county and state governments across the country, there are a large number of meaningful, productive, well-defined, and 'shovel-ready' projects to undertake. As these projects are distributed across the full range of cities, metros, and rural areas in the U.S., spending can be targeted towards the most efficient and productive opportunities, to areas where an unemployed or under-employed labor force is available, and where long-term productivity advantages are greatest.

Transportation infrastructure spending is a clear, long-term capital investment which positively augments the private capital stock of the nation and can contribute directly to the long-term productivity and income generation capability of the U.S. economy.

ARRA Surface Transportation Stimulus Spending

A major focus of the ARRA is the renewal and improvement of infrastructure, with the goals of stimulating employment and encouraging long-term economic growth. The largest share of infrastructure funding, specifically the $18.62 billion in surface transportation funding provided by FHWA to the states, will be invested at the discretion of state officials. Other agencies of the U.S. Department of Transportation are also involved in distributing funds to local and state transportation agencies using existing formula allocation systems or on a competitive basis through processes that federal agencies oversee directly. For example, the Federal Railroad Administration is focused on implementing high-speed rail corridors across several states with $9 billion in competitive funding that ARRA provided. The Federal

Aviation Administration received $1.3 billion in Airport Improvement Program (AIP) funding to allocate to local airports for capital projects. The Federal Transit Administration was allocated $8.4 billion in funding for urbanized and non-urbanized areas, certain capital investments, and the new Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program, with most of these funds allocated by formula directly to local, regional and state agencies providing transit services throughout the U.S.

This initial study will focus on that share of Federal Highway Administration (FHWA) funding – $18.62 billion – provided to state governments where state officials have broad discretion to fund a wide array of eligible projects anywhere within their states. The final report will review the full $26.8 billion distributed to states by FHWA, including the funds (30 percent of the total amount) that ARRA requires states to pass-through to metropolitan planning organizations and other local agencies and governments.

Under ARRA, FHWA has been allocated $27.5 billion dollars, of which $26.8 billion will be distributed across all states and the District of Columbia. The distribution of funds among states is based on the following criteria: one half of the funds were distributed under the existing Surface Transportation Program (STP) formula; and the remaining amount was allocated based on each state's share of the distribution of highway obligation limitation in Fiscal Year 2008. Each state is required to pass-through 30% of their funding to MPOs and other local areas, in accordance with the population-based funding distributions to "local areas" under the current STP program.

At least 50% of the $18.62 billion provided to the states and subject to their full discretion must be obligated to projects no later than 120 days of the ARRA enactment date (by June 30, 2009). After June 30, 2009, the states have a year from their initial apportionment to approve and certify the remaining funds. States that fail to meet these deadlines must surrender unused funds to be redistributed to other states. The 30% set-aside for local areas must be obligated to projects within 12 months of enactment of the ARRA law.

In addition to the $27.5 billion, ARRA provided $1.5 billion for Transportation Investment Generating Economic Recovery (TIGER) grants. These funds will be available through September 30, 2011, and will be awarded on a competitive basis by U.S. DOT officials for capital investment in surface transportation projects, aimed at improving infrastructure on a national, state, regional, or local level.

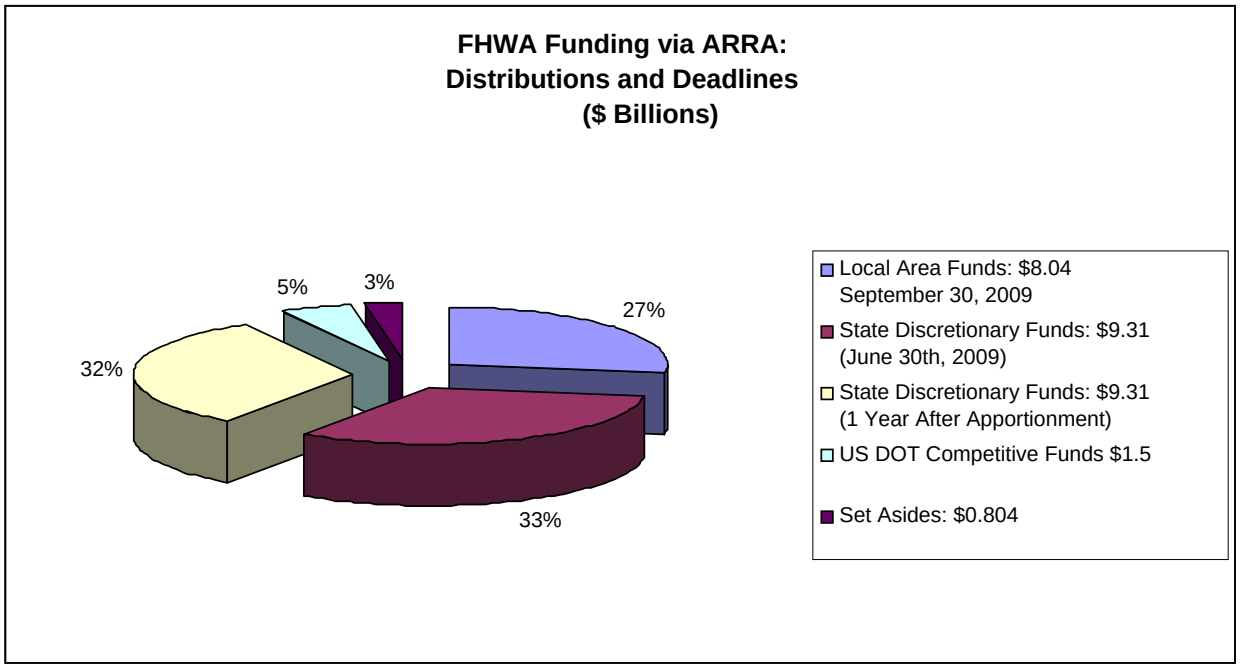
This report examines project funding across the 85 largest metropolitan statistical areas for the $18.62 billion in funding subject to state discretion. We provide an economic examination of the distribution of these ARRA resources, relating them to concepts such as Gross Metro Product (GMP). To analyze funding across these indicators, we use Department of Transportation and state recovery websites developed, operated and maintained by state government agencies[1]. These supply project funding data by county, which is aggregated to

[1] Sources include: New Jersey Department of Transportation, NYS Economic Recovery and Reinvestment Cabinet, NYC Mayors Office of Operations, Pennsylvania Department of Transportation, California Department of Transportation, Illinois Department of Transportation, Indiana Department of Transportation, Texas Department of Transportation, Maryland Department of Transportation, Georgia Department of Transportation, Washington, D.C. District Department of Transportation, Massachusetts Executive Office of Transportation, Michigan Department of Transportation, Arizona Department of Transportation, State of Washington: Office of the Governor, Metropolitan Council, Missouri Department of Transportation, Colorado Department of Transportation, Oregon Department of

the metropolitan statistical area (MSA) level, and broken down to MSA portions by state. This data is collected and posted in real time, and this report is up to date as of June 3, 2009. However, with the first 120-day deadline quickly approaching, we anticipate additional amounts of funding to be allocated throughout the month of June.

As of June 3, 2009, $18.26 billion has been identified for projects across the country, representing almost all transportation funding, which is exclusively under state control. Chart I provides a breakdown of the distribution and deadlines of the $26.8 billion in ARRA funds available to states and FHWA. To analyze proportions of spending, we examine the allocation of funds across indicators from IHS Global Insight's databases; including metro area, state, and national populations, as well as gross metropolitan, gross state, and gross domestic products.

Chart I



Transportation, Ohio Department of Transportation, Regional Transportation Commission of Southern Nevada, North Carolina Department of Transportation, Rhode Island Department of Transportation, Wisconsin Office of Recovery and Reinvestment, Oklahoma Department of Transportation, Connecticut Department of Transportation, Alabama Department of Transportation, Louisiana Department of Transportation and Development, New Mexico Office of Recovery and Reinvestment, Iowa Department of Transportation, South Carolina Department of Transportation, Arkansas State Highway and Transportation Department, Nebraska Department of Roads, New Hampshire Department of Transportation, West Virginia Department of Transportation, The Associated Press: "Early Road Aid in Stimulus Package Leaves out Neediest" 2009. Our inquiries of states indicated that these certifications in general do not include local area funds.

THE ALLOCATION TO METRO AREAS

Of the $27.5 billion funds from ARRA to the FHWA, $26.8 billion has been made available across the country for use in surface transportation projects. Thus far, projects totaling $18.26 billion have been certified, with the top 85 metros receiving a total of $8.8 billion, or 48.3% of the total. Appendix Table 1 illustrates each metro area's share of state-allocated funding compared to its share of state population and Gross State Product (GSP). These 85 metros comprise 63% of the national population and 73% of the Gross Domestic Product. They are thus, by either measure, receiving significantly less than a proportionate amount of funding. The distribution of stimulus spending to the largest metro areas does not reflect their dominate role in economic activity.

The table examines this distribution of approved spending to large metro areas and "rest of state" levels, with the focus on analyzing the funds that can be allocated by the state to any area. We do not analyze the relative benefits among potential project types. Federal law vests state officials with broad latitude to select from a wide array of project eligibilities (e.g., street/highway maintenance, new highway and transit capacity, traffic flow improvements, real-time traffic signalization systems and other technology deployment, etc.). In assessing these state allocation decisions, it is also important to note that the governor through the state transportation department generally decides how these funds are invested; in some cases, quasi-independent state transportation commissions decide how funds are allocated among projects and local areas within states. There are also existing state transportation laws that influence how state decision-makers, be it the governor, state transportation department or state transportation commission, allocate funds to projects within metro areas and between areas within states.

We find that 48 of the 85 largest metros are currently funded at an amount at least 20% less than their respective share of GSP (GMP/GSP) and 55 are receiving at least 10% less. For example, in California, only Stockton is on par with per capita allocation and share of GMP, while the remaining 25 areas receive less than proportionate funding. Los Angeles, which generates 39% of the Gross State Product (GSP) of California, and a 10.5% unemployment rate, receives just 25% of the stimulus funding. The Boston metro, contributing 77% of state GSP, receives 20% of transportation infrastructure funding. A funding allocation consistent with Boston's share of the Massachusetts economy would add an additional $192.5 million to the metro area. In Ohio, Cleveland and Cincinnati, combined, account for 40% of the State of Ohio's economy, yet receive less than 5% of what was allocated to their state. Similarly, Indianapolis generates 39% of Indiana's economic activity, and receives only 4% of available ARRA funds to the state. Phoenix, Denver, Portland, Omaha, Memphis, Dallas, and Seattle are also seen to be seriously under-funded by their respective state, relative to their contribution to GSP. In Table I the shortfall column indicates the additional funding necessary to bring the metros allocation up to its GMP share.

TABLE I: GREATEST DEGREE OF UNDERFUNDING
(DIFFERENCE FROM GMP SHARE OF GSP)

Metro Area	GMP share	Stimulus share	Shortfall (millions)
Seattle, WA	68.6%	4.6%	$317.8
Boston, MA	77.2%	19.9%	$192.5
Phoenix, AZ	75.6%	30.9%	$233.8
Omaha, NE	49.7%	4.9%	$26.9
Chicago, IL	42.4%	78.4%	$249.7

Per capita funding is another metric used in Appendix Table 1 to examine approved spending in the metros. This study found that in Arizona, California, Indiana, Hawaii, Kentucky, Massachusetts, Maryland, Ohio, Oklahoma and Washington, the large metros receive a lower per capita funding than the rest of state.

Appendix Table 1 also reports the metro unemployment rates in April. We find that a number of metros receive less than proportional funding, and suffer from higher unemployment rates than the rest of the state. Atlanta, with 9.8% unemployment, receives 46% of the Georgia investment, though its GMP is 69% of the state. Chicago, with 9.7% unemployment, receives 42% of allocated state funds versus its 78% contribution to GSP.

COSTS OF CONGESTION

The Texas Transportation Institute quantifies some of the costs of congestion in The 2007 Urban Mobility Report (Appendix Table 2). Detailed data is provided for the 85 largest urban areas and summary data for the other 352 (While most economic data is organized around the concept of the metropolitan statistical area, of which there are 363, traffic statistics have historically been organized around the definition of an 'urbanized area', of which there are 432 defined for the US).[2] The Texas Transportation Institute uses 2005 data for vehicle miles, lane miles, portion of travel during congested periods, travel speeds, incident delay ratios, and average fuel prices from the Federal Highway Administration, Highway Performance Monitoring System, Census Bureau and AAA to formulate travel delays and gallons of wasted fuel.

In order to quantify the monetary cost of congestion, the average fuel price from each area's state is used. An hourly rate ($14.6 per hour of passenger travel and $77.1 per hour

[2] In this report, metropolitan areas are as defined by the Bureau of the Census. In the transportation sector, funding allocations to metropolitan areas are most often defined by the boundaries served by a metropolitan planning organization (MPO) or a transportation management area (TMA). For purposes of the analyses in this report, the boundaries of the 85 metropolitan areas follow the Census definition, which are not always contiguous with an MPO or TMA area.

of truck time) is applied to the total travel delay. The passenger car and truck percentages for each urban area were estimates from the Highway Performance Monitoring System dataset. The total congestion cost, which is the value of wasted time and fuel, is estimated to have cost U.S. urban areas $78-billion in 2005, or $710 per traveler.

The Los Angeles metro area, by far, endured the heaviest burden from congestion - the average traveler lost 72 hours in traffic and wasted 57 gallons of fuel. Congestion costs totaled $9.3 billion in Los Angeles in 2005, or 12% of its total urban area costs, which averages out to $1,369 per traveler. In terms of cost per traveler, the coastal areas in California are no stranger to the frustrations of congestion; 5 of the top 12 congested areas are in the Golden State. Texas is also represented numerous times near the top. Average congestion cost per traveler in Dallas and Houston are over $1,000 per traveler, with Austin not far behind. Atlanta, Washington, and Detroit round out the remaining areas with average congestion cost per traveler greater than $1,000. Not surprisingly, smaller metro areas generally incurred the least amount of congested related damage. Rochester, Anchorage, Corpus Christi, Spokane, and Brownsville were the bottom five with average congestion cost of less than $200 per traveler.

The 85 largest urban areas account for 86.6% of total congestion cost. The share of congestion costs in Los Angeles and New York account for 11.9% and 9.5%, respectively, of all US congestion costs.

Clearly, the largest 85 metros bear a disproportionate share of congestion costs. Yet there exists in the current ARRA allocation a significant disparity between congestion costs and the share of FHWA stimulus funds. The largest 85 areas are receiving 48.3% of approved FHWA funds, yet account for 86.6% of the nation's congestion costs. Funding proportional to congestions costs would add $7.1 billion to these metros. The three most congestion areas in the US, Los Angeles, New York, and Chicago create 26.5% of congestion costs but only are approved for 6.3% of FHWA funds. Not all large areas have smaller allocations - Houston, San Antonio, Kansas City, Austin, and Pittsburgh combine for 4.8% of congestion costs and 10.2% of approved FHWA funds. Table II indicates the metros with the greatest ARRA funding shortfall from that which would have been provided under a nationwide allocation proportionate to congestion costs. An additional $2.02 billion dollars would bring Los Angeles' funding to its 11.9% share of total congestion costs.

TABLE II: GREATEST DEGREE OF UNDERFUNDING
(DIFFERENCE FROM CONGESTION COSTS SHARE)

Metro Area	Congestion Share of US	Stimulus share of US	Shortfall (millions)
Los Angeles, CA	11.9%	0.9%	$2,021
New York, NY	9.4%	3.6%	$1,064
Chicago, IL	5.1%	1.8%	$600
Dallas, TX	3.5%	0.7%	$511
San Francisco, CA	3.1%	0.4%	$497

With congestion such a significant cost to the nation, in both time and productivity, it is essential that infrastructure spending be directed where these outlays can be mitigated. Investment in the large metro areas should be increased in ways that efficiently reduce this burden on current and future economic growth.

FREIGHT TRANSPORTATION AND INTERNATIONAL EXPORTS

In addition to accommodating passenger traffic, another critical function of the national transportation infrastructure is to accommodate freight traffic, the movement of goods to markets across the country. In an increasingly globalized economy, American consumers rely on more and more imported goods each year. In 2008, the dollar value of imports totaled $2.52 trillion, or about 17.7% of real Gross Domestic Product, up from 12.8% ten years earlier. And American companies exported $1.86 trillion to overseas customers in 2008, about 13.0% of GDP, up from 10.9% in 1998. Thus American consumers and producers are increasingly reliant on the national transportation infrastructure to move goods to and from their local markets to port cities.

State economies have dramatically increased their international exports over the past decade. From 1998 to 2008, thirty-five states more than doubled their international export totals. During that period, exports from the state with the weakest growth still increased more than 50%. The dramatic rise in both interstate and international trade underscores the need for supportive transportation infrastructure for both U.S. consumers and businesses.

To examine levels of trade across metros, we use the Transearch US® database, a proprietary database developed and maintained by IHS Global Insight. Transearch draws from a wide variety of data sources covering commodity volume and modal flow, and including a long-term proprietary motor carrier traffic sample, proprietary railroad data, and numerous commercial and federal government surveys, samples, and the Census.[3] Here we use rail tonnage totals by metro for seven modes of transportation, including various trucking types, railroad freight, rail/truck intermodal shipments, air freight, and waterborne freight.

We also examine international exports by metropolitan area using data from the Department of Commerce. The export data is measured in dollar value, so it is different from freight tonnage in that lightweight goods with higher values are more significant in this data than in the tonnage data. The Department of Commerce collects information from firms shipping goods to international customers and tracks the origin of movement by zip code. This data is then aggregated to county and MSA totals. The international export data is valuable as it reveals the metro areas that export the highest valued goods and require the necessary infrastructure to maintain economic growth and job growth.

[3] Data sources include: Census Bureau's Annual Survey of Manufactures, Census Bureau's Census of Manufactures, IHS Global Insight's Business Demographics Model, U.S. Dept. of Commerce import data, Surface Transportation Board's Railroad Waybill Sample, U.S. Army Corps of Engineers, Bureau of Transportation Statistics, and the Commodity Flow Survey

FREIGHT AND EXPORT TOTALS BY METRO

Freight totals for larger metro areas are shown in Appendix Table 3 and totals for all metro areas are listed in Appendix Table 4. As might be expected, the leading metros are also the largest metro economies by employment and population, as well as some smaller cities with significant port activity. In 2007, Los Angeles had the most tonnage, at 724 million. This is due both to the high levels of intra-market tons in a large economy as well as its position as the largest port city in terms of international trade. New Orleans is ranked in the top ten, despite being 38th in terms of GMP, because it is a major port city for natural resources, especially petroleum from the Gulf.

The ranking of freight data per dollar of GMP is very different. The top slots of that ranking are dominated by smaller economies that specialize in heavier products. At the top is Cheyenne, WY, a transportation center with significant exports of coal and machinery. Longview, WA has the second highest ranking of freight tons per dollar of GMP, followed by Laredo, TX, Huntingdon-Ashland, WV, Owensboro, KY and Pascagoula, MS. The largest metros generally rank near the bottom in this calculation. This should not, however, be seen as an indicator of the relative importance of their transportation infrastructure, but only that their shipped goods weigh less. For example, the San Jose MSA ranks 342nd in this calculation but its exports include low-weight, extremely high-value items such as semiconductors.

The distribution of freight tons is very different from that of population, jobs, or GMP. We find that half of the freight tons we measure are found in the largest 85 metros, and the other half are carried in the smaller metro and non-metropolitan areas. Within the smaller areas, the distribution is split nearly evenly as well, with 24% of total tons being carried in small metros, and 26% of the total in non-metropolitan areas. The high share of miles in small metros demonstrates the need for infrastructure investment there. Small metros are often the location for the manufacture of heavy machinery or the transport of heavy natural resources, both of which require adequate bridges and roads.

To examine the distribution of approved funding relative to the distribution of freight activity across the country, we look at the dollar value of approved projects in the top 85 metros divided by freight tons. Appendix Table 3 gives us a measure of how funds are allocated to metros relative to their freight usage.

The approved projects total for the top 85 metros is $8.80 billion, and the total freight tons for those areas is 11.6 billion, an average of $0.75 per freight ton. There is a significant disparity across metros, with the highest being Anchorage, AK at $8.10 per ton and the lowest, Virginia Beach, VA at less than one cent per ton. There is no obvious pattern to the distribution of approved projects by freight ton. Following Anchorage, the next three highest metros are Cape Coral, FL, Columbus, OH, and Austin, TX, economies of differing size and type. The bottom of the distribution includes manufacturing centers such as Seattle, WA, as well as transportation economies such as Riverside, CA.

To meet the needs of efficient freight transportation, infrastructure spending should be directed to where additional investment most effectively reduces per-ton costs. Investment that can reduce the average cost per ton by a given increment generates higher savings where shipping volumes are greatest. Yet, the total stimulus provides an average of $1.15 per freight ton across the country, while the top 85 metros currently receive an average of

just $0.75 per ton. This represents a further example of an underinvestment of stimulus funds in metro areas.

In terms of exports, metropolitan areas again demonstrate their importance to the national economy. Facilities that handle goods in and out of the country are almost exclusively located in metro areas. And, similar to their share of employment and output, metros contributed 86% of total national international exports in 2007. The top 20 metros contributed 50% of the total. Again, the largest economies dominate the top of the list. The New York MSA recorded exports of $80.8 billion in 2007, followed by Washington, DC, Houston, Los Angeles, and Seattle to round out the top 5. Each of the top twenty metros recorded more than $10 billion in exports, showing how important international exports are to their economies. The St. Louis metro in the 20th spot recorded $10.5 billion, which is approximately 6.5% of its total GMP.

In looking at the ranking of exports as a share of GMP, we can see how important infrastructure is to smaller metros. In the top spot is Decatur, IL, followed by Laredo, TX, Peoria, IL, El Centro, CA, and Hot Springs, AR. Each of these metros had export values measuring more than 50% of their GMP. In many cases for smaller metropolitan areas, exports are an important growth driver and job creator. In order for those economies to continue strong performance in exported goods, reliable infrastructure is necessary.

To examine the current levels of approved funding relative to international exports, we examine the ratios in Appendix Table 3 as dollars of projects divided by thousands of dollars of exports. Like the freight activity measure, there is wide disparity across the top 85 metros. At the top spot is Springfield, MA, followed by Cape Coral, FL, Anchorage, AK, Birmingham, AL, and Cleveland, OH. The bottom of the distribution includes Oxnard-Ventura, CA, San Jose, CA, Virginia Beach, VA, Tulsa, OK, and Seattle, WA.

Looking at approved projects in terms of freight traffic and in terms of international exports, we do not see a discernible pattern for the top 85 metros. There is a wide disparity for both measures, and no clear similarities for the metros at the top and bottom of each distribution. But the average for the top 85 metros equals $10.32 per thousand dollars of exports, while for the U.S the allocation averages $26.56 per thousand. As with the relative distribution with respect to freight traffic, infrastructure spending is not being distributed in proportion to export value. Additional increments of investment which can incrementally reduce costs per value of sales by a given amount should go to some of the larger metros.

CONCLUSION

In order to optimize the effectiveness of the nation's economic recovery, spending consideration should be given to the crucial role that metro economies play in the economic growth and welfare of the nation.

The recession of 2008-2009 will be among the deepest on record. Dramatic action by the federal government is required to halt the losses and re-invigorate the economy. Metro economies need to be at the center of this recovery. Job losses and unemployment are rising sharply across the nation's metro areas, and too many of them have failed to achieve healthy economic growth in this decade.

The Recovery and Reinvestment plan can best achieve its goal of jump-starting the economy and setting the stage for strong future economic expansion by explicitly targeting metro areas. That is where there is pain now, where there are productive resources ready to be put to use, and where public investment can have the greatest bang for the buck. In addition to the role that metro economies play in the nation's economic health, this report has specifically detailed the state allocation of initial ARRA surface transportation resources. We conclude that to optimize the benefits of ARRA-funded investments, allocation of funds should take into account the economic activity and output of areas within states and the nation. To do so would prompt states and federal decision-makers to increase their funding commitments to the nation's metro economies, raising the productivity level of their investments.

The findings of this report affirm that such changes are needed. Thus far, ARRA surface transportation infrastructure projects totaling $18.26 billion have been certified by the states, with the top 85 metros receiving a total of $8.8 billion, or 48.3% of the total. These 85 metros comprise 63% of the national population, and 73% of the Gross Domestic Product. They are thus, by either measure, receiving significantly less than a proportionate amount of funding.

In addition, we have found that the distribution of stimulus spending does not reflect the nationwide distribution of road and highway congestion. The large metro areas are short-changed in investment to reduce the costs of congestion. We have demonstrated that this underinvestment applies as well to freight transportation.

By all of these measures, the nation's large metro areas are short-changed in terms of stimulus infrastructure funding. Yet it is in precisely these metros that transportation infrastructure is used most intensively as the workhorse of economic activity and growth. Investment towards reductions of transportation costs in these areas yield the greatest benefits for the U.S. economy.

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Table 1: FHWA Approved Projects by MSA

	Approved Projects ($Mill.)	Percent of State $ Approved (%)	GMP Percent of GSP (%)	Approved Per Capita ($)	Unemployment Rate (April) (%)
Alabama					
Birmingham-Hoover	110.23	22.88	32.34	97.72	9.3
Rest of State	371.55	77.12	67.66	103.99	8.9
Arkansas					
Little Rock-North Little Rock	90.60	26.98	32.01	132.19	5.6
Memphis	12.40	3.69	1.34	234.40	9.5
Rest of State	232.83	69.33	66.65	103.45	6.8
Arizona					
Tucson	46.63	8.93	12.72	45.35	6.9
Phoenix-Mesa-Scottsdale	161.03	30.85	75.65	36.54	7.2
Rest of State	314.29	60.21	11.63	256.92	10.4
California					
San Francisco-Oakland-Fremont	67.39	10.77	16.96	15.52	9.7
Riverside-San Bernardino-Ontario	14.35	2.29	6.11	3.44	13.4
Sacramento--Arden-Arcade--Roseville	12.96	2.07	5.12	6.05	11.1
San Jose-Sunnyvale-Santa Clara	17.15	2.74	8.10	9.23	11.2
Fresno	2.08	0.33	1.58	2.25	14.7
Oxnard-Thousand Oaks-Ventura	1.63	0.26	1.91	2.02	10.2
Stockton	24.21	3.87	1.07	35.73	15.3
Los Angeles-Long Beach-Santa Ana	158.54	25.34	38.71	12.22	10.5
San Diego-Carlsbad-San Marcos	16.80	2.68	9.09	5.51	9.6
Rest of State	310.59	49.64	11.37	55.27	11.3
Colorado					
Colorado Springs	41.00	9.99	9.71	64.84	8.0
Denver-Aurora	111.20	27.09	61.30	43.33	7.8
Rest of State	258.28	62.92	28.99	139.35	6.5
Connecticut					
Hartford-West Hartford-East Hartford	10.11	4.57	34.09	8.46	7.7
Bridgeport-Stamford-Norwalk	77.76	35.15	38.64	86.44	7.4
New Haven-Milford	90.36	40.85	17.29	106.54	8.5
Rest of State	42.98	19.43	9.98	75.29	8.0
District of Columbia					
Washington	235.50	100.00	100.00	395.00	9.9
Florida					
Miami-Fort Lauderdale-Miami Beach	259.39	28.75	35.05	47.71	9.0
Tampa-St. Petersburg-Clearwater	192.20	21.30	15.20	69.82	10.8
Orlando-Kissimmee	122.80	13.61	14.08	58.97	10.3
Jacksonville	127.99	14.19	8.28	96.28	9.9
Sarasota-Bradenton-Venice	39.24	4.35	3.30	56.83	11.1
Rest of State	160.68	17.81	24.09	26.03	9.1
Georgia					
Atlanta-Sandy Springs-Marietta	181.87	46.03	68.52	33.02	9.8
Rest of State	213.25	53.97	31.48	48.88	8.7
Hawaii					
Honolulu	38.00	40.72	75.27	41.75	5.7
Rest of State	55.32	59.28	24.73	141.81	9.5
Idaho					
Boise City-Nampa	60.81	40.39	45.92	98.88	8.0
Rest of State	89.75	59.61	54.08	95.49	6.5
Illinois					
Chicago-Naperville-Joliet	293.42	42.36	78.40	33.44	9.7
St. Louis	54.55	7.88	3.03	78.25	8.3
Rest of State	344.72	49.77	18.57	98.11	9.0

Table 1: FHWA Approved Projects by MSA

	Approved Projects ($Mill.)	Percent of State $ Approved (%)	GMP Percent of GSP (%)	Approved Per Capita ($)	Unemployment Rate (April) (%)
Indiana					
Indianapolis	10.58	3.85	38.53	6.08	8.3
Louisville	0.76	0.28	2.98	3.06	8.9
Chicago-Naperville-Joliet	6.86	2.49	9.67	9.69	10.2
Cincinnati-Middletown	0.64	0.23	0.64	8.02	9.8
Rest of State	256.16	93.15	48.17	70.27	10.8
Iowa					
Omaha	58.14	34.55	3.09	484.10	3.8
Rest of State	110.13	65.45	96.91	37.93	5.1
Kansas					
Kansas City	96.48	23.69	38.29	114.43	7.3
Wichita	25.61	6.29	23.77	41.77	7.6
Rest of State	285.16	70.02	37.94	207.40	5.4
Kentucky					
Cincinnati-Middletown	0.50	0.22	10.32	1.18	9.9
Louisville	32.00	14.30	31.58	31.68	9.8
Rest of State	191.24	85.47	58.10	66.54	9.8
Louisiana					
New Orleans-Metairie-Kenner	162.80	54.03	33.92	141.48	6.2
Baton Rouge	0.50	0.17	17.89	0.64	6.8
Rest of State	138.00	45.80	48.20	54.83	6.0
Massachusetts					
Worcester	30.91	9.20	7.73	39.35	8.8
Springfield	33.26	9.89	6.02	48.33	8.0
Boston-Cambridge-Quincy	115.57	34.38	77.19	27.96	7.3
Providence-New Bedford-Fall River	10.40	3.09	4.87	19.03	10.8
Rest of State	146.01	43.44	4.20	388.53	7.7
Maryland					
Philadelphia-Camden-Wilmington	1.50	0.67	1.04	14.90	9.5
Washington-Arlington-Alexandria	22.76	10.14	41.88	10.17	6.6
Baltimore-Towson	135.50	60.37	48.85	50.65	7.6
Rest of State	64.70	28.82	8.23	100.37	5.6
Michigan					
Grand Rapids-Wyoming	74.49	7.76	9.11	95.61	11.1
Detroit-Warren-Livonia	303.18	31.59	51.94	69.02	14.5
Rest of State	582.17	60.65	38.94	121.61	11.8
Minnesota					
Minneapolis-St. Paul-Bloomington	162.73	88.32	73.13	51.80	7.8
Rest of State	21.52	11.68	26.87	10.14	8.5
Missouri					
St. Louis	178.69	58.93	45.35	83.80	8.7
Kansas City	108.36	35.73	23.68	91.61	9.4
Rest of State	16.20	5.34	30.97	6.15	6.9
Mississippi					
Memphis	3.00	1.03	6.16	12.65	8.8
Rest of State	287.00	98.97	93.84	105.43	9.1
North Carolina					
Raleigh-Cary	104.92	15.11	13.22	92.08	8.8
Greensboro-High Point	19.20	2.77	8.06	26.79	11.8
Charlotte-Gastonia-Concord	101.22	14.58	27.33	65.87	11.6
Virginia Beach-Norfolk-Newport News	0.67	0.10	0.09	27.44	7.7

Table 1: FHWA Approved Projects by MSA

	Approved Projects ($Mill.)	Percent of State $ Approved (%)	GMP Percent of GSP (%)	Approved Per Capita ($)	Unemployment Rate (April) (%)
Rest of State	468.29	67.45	51.30	77.98	10.8
Nebraska					
Omaha	2.95	4.92	49.70	4.05	4.9
Rest of State	57.05	95.08	50.30	53.32	4.1
New Hampshire					
Boston-Cambridge-Quincy	60.50	23.60	34.58	143.30	6.3
Rest of State	195.90	76.40	65.42	217.62	6.2
New Jersey					
Allentown-Bethlehem-Easton	3.50	0.75	0.70	31.76	8.3
New York-Northern New Jersey	316.30	67.44	76.74	49.45	8.8
Philadelphia-Camden	107.90	23.01	12.51	81.72	9.7
Rest of State	41.30	8.81	10.04	46.32	8.0
New Mexico					
Albuquerque	65.99	62.25	44.32	76.71	6.2
Rest of State	40.01	37.75	55.68	34.89	5.5
Nevada					
Las Vegas-Paradise	85.55	63.46	75.12	44.82	10.6
Rest of State	49.25	36.54	24.88	66.34	10.7
New York					
Buffalo-Niagara Falls	20.50	4.18	3.88	18.27	8.5
Rochester	4.00	0.81	4.16	3.86	7.6
Albany	24.37	4.96	3.44	28.44	6.9
Poughkeepsie-Newburgh-Middletown	6.30	1.28	1.86	9.30	7.6
Syracuse	31.78	6.47	2.36	49.36	7.8
New York-Northern New Jersey-Long Is	399.30	81.32	75.86	31.58	7.8
Rest of State	4.75	0.97	8.44	1.84	7.3
Ohio					
Cincinnati-Middletown	11.98	1.55	17.53	7.20	9.1
Cleveland-Elyria-Mentor	23.95	3.10	22.33	11.51	9.5
Columbus	60.27	7.80	19.88	33.57	8.2
Dayton	27.41	3.55	7.29	32.86	11.5
Akron	27.87	3.61	5.87	39.92	9.7
Toledo	27.60	3.57	5.40	42.65	12.4
Rest of State	593.22	76.81	21.70	157.14	11.5
Oklahoma					
Oklahoma City	87.67	20.34	38.71	71.54	5.9
Tulsa	0.36	0.08	31.61	0.38	6.6
Rest of State	342.90	79.57	29.67	224.59	6.1
Oregon					
Portland-Vancouver-Beaverton	86.34	25.86	61.23	47.80	11.2
Rest of State	247.56	74.14	38.77	121.25	12.6
Pennsylvania					
Allentown-Bethlehem-Easton	54.08	5.29	4.71	76.75	8.6
New York-Northern New Jersey-Long Is	14.39	1.41	0.11	236.29	8.7
Philadelphia	257.21	25.16	40.52	65.89	7.9
Pittsburgh	193.42	18.92	21.12	82.37	7.5
Rest of State	503.31	49.23	33.53	92.09	7.7
Rhode Island					
Providence-New Bedford-Fall River	19.36	13.98	100.00	18.45	11.1
Rest of State	119.16	86.02			

Table 1: FHWA Approved Projects by MSA

	Approved Projects ($Mill.)	Percent of State $ Approved (%)	GMP Percent of GSP (%)	Approved Per Capita ($)	Unemployment Rate (April) (%)
South Carolina					
Columbia	37.63	10.76	19.75	50.73	9.4
Charleston-North Charleston	17.92	5.12	17.13	27.15	9.7
Greenville	47.72	13.64	16.26	74.78	10.5
Charlotte-Gastonia-Concord	14.10	4.03	5.50	61.94	15.3
Rest of State	232.50	66.45	41.37	101.30	12.7
Tennessee					
Knoxville	12.73	2.73	11.90	18.10	8.7
Nashville-Davidson--Murfreesboro	57.82	12.40	31.84	36.50	9.1
Memphis	19.39	4.16	23.14	19.31	9.9
Rest of State	376.54	80.72	33.12	125.61	10.7
Texas					
Dallas-Fort Worth-Arlington	131.08	5.72	31.42	20.27	7.1
Houston-Sugar Land-Baytown	959.64	41.89	32.67	163.42	6.8
San Antonio	282.16	12.32	6.79	135.47	5.9
Austin-Round Rock	223.50	9.76	6.78	129.92	6.2
El Paso	139.93	6.11	2.21	184.83	8.0
McAllen-Edinburg-Mission	38.25	1.67	1.14	50.96	9.5
Rest of State	516.43	22.54	19.00	71.53	6.1
Utah					
Salt Lake City	92.30	49.54	57.61	81.04	5.2
Rest of State	94.02	50.46	42.39	56.15	5.1
Virginia					
Richmond	36.01	22.48	15.38	29.01	8.3
Washington-Arlington-Alexandria	27.24	17.01	46.91	10.74	5.3
Virginia Beach-Norfolk-Newport News	0.00	0.00	19.37	0.00	7.1
Rest of State	96.93	60.51	18.35	24.83	7.7
Washington					
Seattle-Tacoma-Bellevue	22.06	4.60	68.62	6.50	8.4
Portland-Vancouver-Beaverton	19.51	4.07	4.25	43.92	14.6
Rest of State	437.81	91.33	27.14	155.57	9.1
Wisconsin					
Milwaukee-Waukesha-West Allis	42.88	29.58	34.73	27.56	8.9
Chicago-Naperville-Joliet	26.54	18.32	1.99	159.71	10.6
Rest of State	75.51	52.10	63.28	19.17	8.5
West Virginia					
Washington-Arlington-Alexandria	29.00	15.84	1.75	551.33	7.1
Rest of State	154.02	84.16	98.25	87.19	7.5

Table 2: Congestion Costs and Approved FHWA Projects Across the U.S.

		Per Traveler			Total			Share of U.S.	
	Approved Projects ($ Mill.)	Annual Delay (Hours)	Wasted Fuel (Gallons)	Congestion Cost ($)	Travel Delay (1000 Hours)	Excess Fuel Consumed (1000 Gallons)	Congestion Cost ($ Mill.)	Congestion Cost (%)	Stimulus Funds (%)
Los Angeles-LBch-Santa Ana, CA	158.5	72	57	1,369	490,552	383,674	9,325	11.9	0.9
Atlanta, GA	181.9	60	44	1,171	132,296	96,066	2,581	3.3	1.0
San Francisco-Oakland, CA	67.4	60	47	1,115	129,919	100,525	2,414	3.1	0.4
Washington, DC-VA-MD	103.3	60	43	1,098	127,394	90,861	2,331	3.0	0.6
San Diego, CA	16.8	57	44	1,073	90,711	71,123	1,708	2.2	0.1
Dallas-Fort Worth-Arlington, TX	131.1	58	40	1,047	152,129	106,207	2,747	3.5	0.7
Detroit, MI	303.2	54	35	1,016	115,547	76,062	2,174	2.8	1.6
Houston, TX	959.6	56	42	1,004	124,131	92,559	2,225	2.8	5.2
Phoenix, AZ	161.0	48	34	991	81,727	58,922	1,687	2.2	0.9
Orlando, FL	122.8	54	35	982	40,595	26,049	738	0.9	0.7
San Jose, CA	17.2	54	38	970	50,038	34,710	899	1.2	0.1
Riverside-San Bernardino, CA	14.4	49	40	970	48,266	39,627	955	1.2	0.1
Austin, TX	223.5	49	33	916	22,580	15,505	422	0.5	1.2
Miami, FL	259.4	50	35	909	150,146	105,181	2,730	3.5	1.4
Denver-Aurora, CO	111.2	50	33	905	64,997	42,519	1,176	1.5	0.6
Chicago, IL-IN	326.8	46	32	900	202,835	141,612	3,968	5.1	1.8
Boston, MA-NH-RI	176.1	46	31	897	93,374	62,521	1,820	2.3	0.9
New York-Newark, NY-NJ-CT	661.4	46	29	884	384,046	241,976	7,383	9.4	3.6
Baltimore, MD	135.5	44	32	873	56,769	40,814	1,126	1.4	0.7
Charlotte, NC-SC	115.3	45	31	868	21,204	14,340	409	0.5	0.6
Seattle, WA	22.1	45	34	858	74,098	54,707	1,413	1.8	0.1
Indianapolis, IN	10.6	43	28	845	24,318	16,098	478	0.6	0.1
Tucson, AZ	46.6	42	26	835	17,011	10,483	338	0.4	0.3
Louisville, KY-IN	32.0	42	29	807	20,558	14,415	395	0.5	0.2
Tampa-St. Petersburg, FL	192.2	45	28	805	56,203	35,281	1,005	1.3	1.0
Minneapolis-St. Paul, MN	168.0	43	30	791	59,746	41,820	1,099	1.4	0.9
Sacramento, CA	13.0	41	30	755	39,577	29,244	729	0.9	0.1
Nashville-Davidson, TN	57.8	40	25	744	21,707	13,505	404	0.5	0.3
Oxnard-Ventura, CA	1.6	39	27	733	12,184	8,350	229	0.3	0.0
Las Vegas, NV	85.5	39	27	718	29,493	20,023	543	0.7	0.5
Philadelphia, PA-NJ-DE-MD	366.6 *	38	24	706	111,704	70,902	2,076	2.7	2.0
Jacksonville, FL	128.0	39	26	706	20,779	13,997	376	0.5	0.7
Portland, OR-WA	105.9	38	27	706	33,660	24,007	625	0.8	0.6
San Antonio, TX	282.2	39	27	704	29,380	20,425	530	0.7	1.5
Raleigh-Durham, NC	104.9	35	23	664	18,234	11,700	346	0.4	0.6
Albuquerque, NM	66.0	33	21	634	10,407	6,644	200	0.3	0.4
Birmingham, AL	110.2	33	22	622	12,416	8,210	234	0.3	0.6
St. Louis, MO-IL	236.3	33	20	621	37,772	23,342	711	0.9	1.3
Columbus, OH	60.3	33	24	615	21,958	15,513	409	0.5	0.3
Bridgeport-Stamford, CT-NY	77.8	31	24	598	14,510	11,500	280	0.4	0.4
Charleston-North Charleston, SC	17.9	31	19	571	8,041	4,922	148	0.2	0.1
Memphis, TN-MS-AR	34.8	30	16	555	17,129	9,234	317	0.4	0.2
Virginia Beach, VA	0.7	30	20	547	25,602	17,102	467	0.6	0.0
Providence, RI-MA	119.9	29	17	511	19,482	11,660	343	0.4	0.6
Cincinnati, OH-KY-IN	13.2	27	19	508	24,378	17,447	459	0.6	0.1
Colorado Springs, CO	41.0	27	16	482	7,332	4,377	131	0.2	0.2
Salt Lake City, UT	92.3	27	18	474	14,236	9,327	250	0.3	0.5
Cape Coral, FL	65.6	24	14	442	5,322	3,074	98	0.1	0.4
Sarasota-Bradenton, FL	39.2	25	15	441	8,840	5,293	156	0.2	0.2
Pensacola, FL-AL	19.9	25	14	440	4,773	2,680	84	0.1	0.1
El Paso, TX-NM	139.9	24	16	440	8,675	5,745	159	0.2	0.8
Omaha, NE-IA	61.1	25	15	438	8,784	5,344	154	0.2	0.3
Grand Rapids, MI	74.5	24	14	436	7,593	4,404	138	0.2	0.4
Honolulu, HI	0.4	24	16	426	9,342	6,255	166	0.2	0.0
Allentown-Bethlehem, PA-NJ	57.6	22	14	403	7,483	4,650	137	0.2	0.3
Fresno, CA	2.1	20	12	383	6,625	4,151	127	0.2	0.0
Oklahoma City, OK	87.7	21	13	379	9,468	6,179	171	0.2	0.5
Richmond, VA	36.0	20	13	359	10,081	6,388	181	0.2	0.2
Milwaukee, WI	38.7	19	14	348	15,402	10,815	282	0.4	0.2
New Haven, CT	90.4	19	14	346	5,706	4,227	104	0.1	0.5
New Orleans, LA	162.8	18	11	344	10,837	6,917	207	0.3	0.9
Hartford, CT	10.1	19	14	341	9,252	6,526	166	0.2	0.1
Tulsa, OK	0.4	19	11	335	8,453	4,796	149	0.2	0.0
Kansas City, MO-KS	204.8	17	10	317	13,737	8,637	256	0.3	1.1
Dayton, OH	27.4	17	11	315	6,863	4,621	127	0.2	0.1
Columbia, SC	37.6	16	10	313	3,730	2,364	73	0.1	0.2
Little Rock, AR	90.6	17	11	309	3,416	2,323	62	0.1	0.5
Albany-Schenectady, NY	24.4	16	10	301	4,574	2,848	86	0.1	0.1
Pittsburgh, PA	193.4	16	9	282	16,159	9,215	285	0.4	1.0
Toledo, OH-MI	27.6	15	9	281	4,170	2,632	78	0.1	0.1
Boulder, CO	12.8	16	9	273	996	576	17	0.0	0.1
Bakersfield, CA	28.1	14	8	265	3,482	2,113	66	0.1	0.2

Table 2: Congestion Costs and Approved FHWA Projects Across the U.S.

		Per Traveler			Total			Share of U.S.	
	Approved Projects ($ Mill.)	Annual Delay (Hours)	Wasted Fuel (Gallons)	Congestion Cost ($)	Travel Delay (1000 Hours)	Excess Fuel Consumed (1000 Gallons)	Congestion Cost ($ Mill.)	Congestion Cost (%)	Stimulus Funds (%)
Eugene, OR	5.4	14	8	254	1,766	1,095	32	0.0	0.0
Salem, OR	35.6	14	8	245	1,773	1,042	31	0.0	0.2
Cleveland, OH	24.0	13	9	233	13,162	8,840	236	0.3	0.1
Laredo, TX	119.9	12	6	219	1,262	693	23	0.0	0.6
Buffalo, NY	20.5	11	7	211	5,852	3,685	112	0.1	0.1
Beaumont, TX	75.8	11	7	200	1,377	830	25	0.0	0.4
Springfield, MA-CT	33.2	11	7	193	4,053	2,475	71	0.1	0.2
Akron, OH	27.9	10	7	188	3,293	2,340	62	0.1	0.1
Rochester, NY	4.0	10	7	181	3,527	2,351	64	0.1	0.0
Anchorage, AK	75.0	10	5	180	1,496	838	27	0.0	0.4
Corpus Christi, TX	95.7	10	6	179	1,784	1,088	32	0.0	0.5
Spokane, WA	30.7	8	5	147	1,523	918	28	0.0	0.2
Brownsville, TX	0	8	4	141	680	383	12	0.0	-
Top 85 Totals	8,814.3	44	31	823	3,596,482	2,514,439	67,637		
Remaining Urban Areas									
51 Urban Areas Over 250,000 Pop.		22	15	414	244,210	157,741	4,601		
301 Urban Areas Under 250,000 Pop.		20	11	339	348,023	171,546	5,896		
All 437 Urban Areas		38	26	709	4,188,716	2,869,070	78,136		

* = Data for Delaware Not Available

Table 3: Freight and Trade Volumes and FHWA Approved Projects for Top 85 MSAs

	Approved Projects ($Mill.)		Freight Tons (Mill.)	Approved per Freight Ton (Cents)	Exports ($Mill.)	Approved per Export ($ / $Thous.)
Los Angeles-LBch-Santa Ana, CA	158.54		724.6	21.9	54,433	2.9
New York-Newark, NY-NJ-CT	661.39		714.6	92.5	80,852	8.2
Chicago, IL-IN	326.82		671.3	48.7	30,635	10.7
Houston, TX	959.64		649.8	147.7	62,815	15.3
Washington, DC-VA-MD	103.26		555.2	18.6	66,259	1.6
Philadelphia, PA-NJ-DE-MD	366.61	*	377.0	97.2	18,882	19.4
San Francisco-Oakland, CA	67.39		318.5	21.2	20,081	3.4
Dallas-Fort Worth-Arlington, TX	131.08		307.1	42.7	22,079	5.9
New Orleans, LA	162.80		305.9	53.2	8,449	19.3
Atlanta, GA	181.87		303.5	59.9	12,551	14.5
Seattle, WA	22.06		293.6	7.5	53,893	0.4
Detroit, MI	303.18		290.0	104.5	49,165	6.2
St. Louis, MO-IL	236.29		230.8	102.4	10,481	22.5
Riverside-San Bernardino, CA	14.35		225.4	6.4	4,971	2.9
Miami, FL	259.39		218.1	119.0	26,197	9.9
Minneapolis-St. Paul, MN	168.00		203.1	82.7	21,628	7.8
Boston, MA-NH-RI	176.07		186.1	94.6	21,031	8.4
Pittsburgh, PA	193.42		186.0	104.0	9,750	19.8
Baltimore, MD	135.50		176.2	76.9	5,170	26.2
Louisville, KY-IN	32.00		169.9	18.8	5,512	5.8
Tampa-St. Petersburg, FL	192.20		166.1	115.7	5,711	33.7
Buffalo, NY	20.50		164.5	12.5	4,984	4.1
Portland, OR-WA	105.85		162.7	65.1	15,784	6.7
Cincinnati, OH-KY-IN	13.20		155.8	8.5	15,359	0.9
Indianapolis, IN	10.58		146.0	7.2	7,979	1.3
Memphis, TN-MS-AR	34.79		137.5	25.3	8,138	4.3
Kansas City, MO-KS	204.82		134.3	152.5	6,706	30.5
Virginia Beach, VA	0.67		130.9	0.5	1,881	0.4
Charlotte, NC-SC	115.32		126.1	91.4	4,269	27.0
San Diego, CA	16.80		125.9	13.3	14,342	1.2
Phoenix, AZ	161.03		124.5	129.3	12,818	12.6
Corpus Christi, TX	95.73		121.8	78.6	1,551	61.7
Beaumont, TX	75.79		117.9	64.3	1,921	39.5
Denver-Aurora, CO	111.20		115.2	96.5	4,196	26.5
Birmingham, AL	110.23		114.2	96.5	674	163.5
Sacramento, CA	12.96		109.7	11.8	3,319	3.9
San Antonio, TX	282.16		107.9	261.4	3,568	79.1
Milwaukee, WI	38.74		106.2	36.5	7,303	5.3
Richmond, VA	36.01		104.8	34.4	4,952	7.3
San Jose, CA	17.15		91.4	18.8	28,210	0.6
Jacksonville, FL	127.99		84.1	152.2	1,709	74.9
Toledo, OH-MI	27.60		83.3	33.1	2,159	12.8
Laredo, TX	119.90		82.7	145.0	4,704	25.5
Salt Lake City, UT	92.30		75.9	121.6	5,563	16.6
Nashville-Davidson, TN	57.82		73.2	79.0	5,106	11.3
Little Rock, AR	90.60		72.8	124.5	1,323	68.5
Albany-Schenectady, NY	24.37		72.1	33.8	3,308	7.4
Orlando, FL	122.80		70.3	174.7	3,045	40.3
Charleston-North Charleston, SC	17.92		67.4	26.6	1,843	9.7
Oklahoma City, OK	87.67		66.3	132.2	828	105.9
Austin, TX	223.50		63.3	353.0	8,429	26.5
Tulsa, OK	0.36		60.8	0.6	2,440	0.1
El Paso, TX-NM	139.93		57.0	245.6	9,608	14.6
Fresno, CA	2.08		55.7	3.7	1,862	1.1

Table 3: Freight and Trade Volumes and FHWA Approved Projects for Top 85 MSAs

	Approved Projects ($Mill.)	Freight Tons (Mill.)	Approved per Freight Ton (Cents)	Exports ($Mill.)	Approved per Export ($ / $Thous.)
Allentown-Bethlehem, PA-NJ	57.58	55.7	103.5	2,366	24.3
Tucson, AZ	46.63	50.1	93.1	2,728	17.1
Providence, RI-MA	119.90	49.8	240.8	3,285	36.5
Omaha, NE-IA	61.09	49.3	123.9	1,879	32.5
Las Vegas, NV	85.55	48.4	176.7	1,182	72.4
Albuquerque, NM	65.99	48.3	136.6	979	67.4
Hartford, CT	10.11	47.2	21.4	7,075	1.4
Dayton, OH	27.41	46.8	58.6	4,348	6.3
Bakersfield, CA	28.09	43.7	64.3	1,594	17.6
Brownsville, TX	0	39.9	-	2,901	-
New Haven, CT	90.36	37.8	238.9	1,821	49.6
Grand Rapids, MI	74.49	37.5	198.9	2,829	26.3
Raleigh-Durham, NC	104.92	36.4	288.6	2,130	49.3
Oxnard-Ventura, CA	1.63	33.9	4.8	2,425	0.7
Spokane, WA	30.73	33.9	90.8	879	35.0
Bridgeport-Stamford, CT-NY	77.76	32.3	240.5	7,481	10.4
Honolulu, HI	0.36	30.9	1.2	360	1.0
Akron, OH	27.87	30.9	90.3	3,956	7.0
Sarasota-Bradenton, FL	39.24	30.0	130.8	631	62.2
Eugene, OR	5.44	29.4	18.5	909	6.0
Pensacola, FL-AL	19.92	26.9	74.1	536	37.2
Colorado Springs, CO	41.00	26.4	155.4	1,826	22.5
Salem, OR	35.6	23.7	150.3	285	124.8
Columbia, SC	37.63	22.0	171.4	1,048	35.9
Springfield, MA-CT	33.24	19.8	168.0	66	502.4
Cape Coral, FL	65.56	17.5	373.9	198	330.6
Columbus, OH	60.27	16.6	362.3	3,489	17.3
Boulder, CO	12.75	13.3	96.1	899	14.2
Cleveland, OH	23.95	10.1	238.0	173	138.6
Rochester, NY	4.00	9.6	41.5	1,007	4.0
Anchorage, AK	74.95	9.3	810.0	417	179.8

* = Data for Delaware Not Available

Table 4: Freight and Trade Volumes for All MSAs

	GMP 2009 ($ Mill.)	Freight Tons 2007 (Thous.)	Freight Share of State (%)	Freight Tons per GMP (Thous./$ Mill.)	Exports 2007 ($ Mill.)	Export Share of State (%)	Exports per GMP ($)
Alaska							
Anchorage	24,669	9,254	18.1	0.38	417	74.2	1.69
Fairbanks	4,761	1,416	2.8	0.30	145	25.8	3.04
AK Non-MSA	16,232	40,360	79.1	2.49			
Alabama							
Anniston-Oxford	3,742	7,102	1.4	1.90	147	1.8	3.92
Auburn-Opelika	3,485	7,700	1.5	2.21	184	2.3	5.28
Birmingham-Hoover	54,098	114,188	22.5	2.11	674	8.4	1.25
Decatur	5,165	18,360	3.6	3.55	773	9.6	14.96
Dothan	4,574	9,041	1.8	1.98	81	1.0	1.76
Florence-Muscle Shoals	3,841	12,461	2.5	3.24	187	2.3	4.87
Gadsden	2,477	5,782	1.1	2.33	14	0.2	0.56
Huntsville	19,217	21,367	4.2	1.11	1,053	13.0	5.48
Mobile	15,636	89,124	17.6	5.70	1,458	18.1	9.33
Montgomery	14,707	29,147	5.8	1.98	1,236	15.3	8.40
Tuscaloosa	8,043	32,445	6.4	4.03	2,262	28.0	28.13
AL Non-MSA	31,416	159,966	31.6	5.09			
Arkansas							
Fayetteville-Springdale-Rogers	17,240	22,471	8.4	1.30	47	1.7	0.27
Fort Smith	10,086	23,174	8.7	2.30	56	2.0	0.56
Hot Springs	2,611	5,151	1.9	1.97	1,323	46.6	50.69
Jonesboro	3,701	8,848	3.3	2.39	100	3.5	2.70
Little Rock-North Little Rock-Conway	31,140	72,750	27.2	2.34	957	33.7	3.07
Pine Bluff	2,858	11,393	4.3	3.99	358	12.6	12.52
AR Non-MSA	29,378	123,777	46.3	4.21			
Arizona							
Flagstaff	4,335	4,273	1.6	0.99	81	0.5	1.87
Phoenix-Mesa-Scottsdale	185,486	124,496	46.1	0.67	12,818	80.4	6.91
Prescott	4,370	19,098	7.1	4.37	39	0.2	0.88
Tucson	31,191	50,072	18.5	1.61	2,728	17.1	8.74
Yuma	4,306	8,697	3.2	2.02	274	1.7	6.36
AZ Non-MSA	11,948	63,555	23.5	5.32			
California							
Bakersfield	27,537	43,698	2.0	1.59	1,594	1.1	5.79
Chico	5,794	8,088	0.4	1.40	152	0.1	2.62
El Centro	4,180	20,246	0.9	4.84	2,304	1.6	55.13
Fresno	28,540	55,696	2.5	1.95	1,862	1.3	6.52
Hanford-Corcoran	3,996	6,808	0.3	1.70	195	0.1	4.87
Los Angeles-Long Beach-Santa Ana	701,109	724,595	32.8	1.03	54,433	38.6	7.76
Madera-Chowchilla	3,418	10,178	0.5	2.98	120	0.1	3.51
Merced	5,864	12,961	0.6	2.21	450	0.3	7.68
Modesto	14,948	40,108	1.8	2.68	916	0.6	6.13
Napa	6,968	15,363	0.7	2.20	194	0.1	2.78
Oxnard-Thousand Oaks-Ventura	34,558	33,891	1.5	0.98	2,425	1.7	7.02
Redding	5,183	17,854	0.8	3.44	61	0.0	1.17
Riverside-San Bernardino-Ontario	110,586	225,415	10.2	2.04	4,971	3.5	4.50
Sacramento-Arden-Arcade-Roseville	92,714	109,663	5.0	1.18	3,319	2.4	3.58
Salinas	19,152	16,921	0.8	0.88	696	0.5	3.64
San Diego-Carlsbad-San Marcos	164,588	125,886	5.7	0.76	14,342	10.2	8.71
San Francisco-Oakland-Fremont	307,100	318,469	14.4	1.04	20,081	14.2	6.54
San Jose-Sunnyvale-Santa Clara	146,707	91,416	4.1	0.62	28,210	20.0	19.23
San Luis Obispo-Paso Robles	10,646	8,960	0.4	0.84	197	0.1	1.85
Santa Barbara-Santa Maria-Goleta	19,408	13,665	0.6	0.70	880	0.6	4.54
Santa Cruz-Watsonville	9,962	14,187	0.6	1.42	753	0.5	7.56
Santa Rosa-Petaluma	19,849	21,149	1.0	1.07	973	0.7	4.90
Stockton	19,334	77,282	3.5	4.00	757	0.5	3.91
Vallejo-Fairfield	12,679	62,204	2.8	4.91	314	0.2	2.48
Visalia-Porterville	10,899	18,655	0.8	1.71	580	0.4	5.32
Yuba City	4,173	6,595	0.3	1.58	298	0.2	7.14
CA Non-MSA	21,293	105,824	4.8	4.97			
Colorado							
Boulder	17,595	13,267	4.6	0.75	899	10.5	5.11
Colorado Springs	23,412	26,380	9.1	1.13	1,826	21.4	7.80
Denver-Aurora-Broomfield	147,831	115,227	39.9	0.78	4,196	49.2	2.84
Fort Collins-Loveland	10,897	15,579	5.4	1.43	557	6.5	5.11
Grand Junction	4,966	10,260	3.6	2.07	66	0.8	1.32
Greeley	7,080	24,083	8.3	3.40	792	9.3	11.19
Pueblo	3,726	10,526	3.6	2.82	193	2.3	5.19
CO Non-MSA	25,637	73,294	25.4	2.86			

Table 4: Freight and Trade Volumes for All MSAs

	GMP 2009 ($ Mill.)	Freight Tons 2007 (Thous.)	Freight Share of State (%)	Freight Tons per GMP (Thous./$ Mill.)	Exports 2007 ($ Mill.)	Export Share of State (%)	Exports per GMP ($)
Connecticut							
Bridgeport-Stamford-Norwalk	84,860	32,334	21.4	0.38	7,481	44.3	8.82
Hartford-West Hartford-East Hartford	74,857	47,157	31.2	0.63	7,075	41.9	9.45
New Haven-Milford	37,966	37,819	25.0	1.00	1,821	10.8	4.80
Norwich-New London	13,534	20,789	13.8	1.54	505	3.0	3.73
CT Non-MSA	8,390	12,934	8.6	1.54			
Washington DC							
Washington-Arlington-Alexandria	394,096	121,947		0.31	7,511		1.91
Delaware							
Dover	5,616	18,609	47.8	3.31	74	100.0	1.32
DE Non-MSA	6,934	20,358	52.2	2.94			
Florida							
Bradenton-Sarasota-Venice	23,772	29,995	3.2	1.26	631	1.5	2.65
Cape Coral-Fort Myers	20,446	17,531	1.9	0.86	198	0.5	0.97
Deltona-Daytona Beach-Ormond Beach	11,875	8,716	0.9	0.73	273	0.7	2.30
Fort Walton Beach-Crestview-Destin	9,265	5,395	0.6	0.58	169	0.4	1.83
Gainesville	9,282	8,872	1.0	0.96	227	0.6	2.45
Jacksonville	59,574	84,109	9.1	1.41	1,709	4.2	2.87
Lakeland-Winter Haven	15,702	63,247	6.8	4.03	572	1.4	3.64
Miami-Fort Lauderdale-Pompano Beach	252,339	218,050	23.6	0.86	26,197	63.6	10.38
Naples-Marco Island	13,747	23,863	2.6	1.74	257	0.6	1.87
Ocala	7,441	29,869	3.2	4.01	155	0.4	2.09
Orlando-Kissimmee	101,374	70,295	7.6	0.69	3,045	7.4	3.00
Palm Bay-Melbourne-Titusville	16,882	23,111	2.5	1.37	765	1.9	4.53
Panama City-Lynn Haven-Panama City Beach	6,198	10,994	1.2	1.77	183	0.4	2.96
Pensacola-Ferry Pass-Brent	13,055	26,898	2.9	2.06	536	1.3	4.10
Port St. Lucie	10,947	15,382	1.7	1.41	259	0.6	2.36
Punta Gorda	3,323	5,341	0.6	1.61	33	0.1	1.01
Sebastian-Vero Beach	4,125	2,494	0.3	0.60	175	0.4	4.25
Tallahassee	12,462	15,041	1.6	1.21	87	0.2	0.70
Tampa-St. Petersburg-Clearwater	109,407	166,100	18.0	1.52	5,711	13.9	5.22
FL Non-MSA	17,261	99,315	10.7	5.75			
Georgia							
Albany	4,789	11,721	1.7	2.45	167	0.9	3.48
Athens-Clarke County	6,228	10,489	1.5	1.68	182	0.9	2.92
Atlanta-Sandy Springs-Marietta	274,991	303,471	42.9	1.10	12,551	64.7	4.56
Augusta-Richmond County	17,726	28,785	4.1	1.62	1,313	6.8	7.41
Brunswick	3,286	11,662	1.6	3.55	458	2.4	13.94
Columbus	10,972	16,637	2.4	1.52	630	3.2	5.74
Dalton	5,464	9,981	1.4	1.83	480	2.5	8.78
Gainesville	9,282	14,542	2.1	1.57	473	2.4	5.10
Hinesville-Fort Stewart	2,979	2,593	0.4	0.87	202	1.0	6.77
Macon	7,937	21,300	3.0	2.68	168	0.9	2.11
Rome	2,963	7,293	1.0	2.46	134	0.7	4.54
Savannah	13,718	82,299	11.6	6.00	2,520	13.0	18.37
Valdosta	3,913	8,643	1.2	2.21	92	0.5	2.34
Warner Robins	5,003	4,669	0.7	0.93	32	0.2	0.64
GA Non-MSA	39,196	173,080	24.5	4.42			
Hawaii							
Honolulu	47,428	30,906	56.6	0.65	360	100.0	0.76
HI Non-MSA	15,582	23,746	43.4	1.52			
Iowa							
Ames	3,656	7,470	2.0	2.04	187	2.6	5.11
Cedar Rapids	12,090	28,912	7.7	2.39	817	11.3	6.76
Davenport-Moline-Rock Island	16,942	33,701	9.0	1.99	4,143	57.3	24.45
Des Moines-West Des Moines	35,176	40,642	10.8	1.16	786	10.9	2.23
Dubuque	4,195	14,185	3.8	3.38	138	1.9	3.29
Iowa City	6,550	9,086	2.4	1.39	202	2.8	3.08
Sioux City	6,082	20,205	5.4	3.32	735	10.2	12.08
Waterloo-Cedar Falls	7,327	15,426	4.1	2.11	223	3.1	3.04
IA Non-MSA	47,783	206,249	54.9	4.32			
Idaho							
Boise City-Nampa	23,806	52,875	33.6	2.22	3,853	89.9	16.18
Coeur d'Alene	4,276	9,719	6.2	2.27	72	1.7	1.67
Idaho Falls	3,538	8,619	5.5	2.44	165	3.9	4.68
Pocatello	2,336	7,206	4.6	3.08	151	3.5	6.48
Lewiston	1,798	8,880	5.6	4.94	45	1.1	2.53
ID Non-MSA	16,274	70,018	44.5	4.30			

Table 4: Freight and Trade Volumes for All MSAs

	GMP 2009 ($ Mill.)	Freight Tons 2007 (Thous.)	Freight Share of State (%)	Freight Tons per GMP (Thous./$ Mill.)	Exports 2007 ($ Mill.)	Export Share of State (%)	Exports per GMP ($)
Illinois							
Bloomington-Normal	8,055	17,396	1.5	2.16	345	0.7	4.28
Champaign-Urbana	8,068	17,101	1.5	2.12	601	1.2	7.45
Chicago-Naperville-Joliet	510,252	671,302	57.5	1.32	30,635	62.2	6.00
Danville	2,180	11,053	0.9	5.07	281	0.6	12.90
Decatur	5,165	15,500	1.3	3.00	4,219	8.6	81.68
Kankakee-Bradley	2,896	14,174	1.2	4.89	508	1.0	17.53
Peoria	17,429	46,333	4.0	2.66	11,222	22.8	64.39
Rockford	12,318	31,370	2.7	2.55	1,400	2.8	11.37
Springfield	8,474	19,785	1.7	2.33	66	0.1	0.78
IL Non-MSA	40,037	323,922	27.7	8.09			
Indiana							
Anderson	3,031	6,649	1.3	2.19	44	0.3	1.44
Bloomington	5,578	10,664	2.1	1.91	454	2.6	8.14
Columbus	10,972	5,502	1.1	0.50	1,016	5.8	9.26
Elkhart-Goshen	8,481	22,083	4.4	2.60	1,611	9.3	18.99
Evansville	15,595	66,881	13.3	4.29	1,408	8.1	9.03
Fort Wayne	16,709	32,374	6.4	1.94	1,010	5.8	6.05
Indianapolis-Carmel	94,847	145,991	28.9	1.54	7,979	45.9	8.41
Kokomo	3,587	7,202	1.4	2.01	1,413	8.1	39.40
Lafayette	6,934	12,779	2.5	1.84	564	3.2	8.14
Michigan City-La Porte	3,195	9,477	1.9	2.97	307	1.8	9.62
Muncie	3,201	6,165	1.2	1.93	145	0.8	4.54
Terre Haute	5,125	14,784	2.9	2.88	373	2.1	7.29
South Bend-Mishawaka	11,642	16,562	3.3	1.42	1,057	6.1	9.08
IN Non-MSA	34,281	147,630	29.2	4.31			
Kansas							
Lawrence	3,303	8,028	3.9	2.43	85	1.4	2.58
Topeka	8,476	22,713	11.0	2.68	400	6.5	4.72
Wichita	28,525	54,586	26.4	1.91	5,712	92.2	20.02
KS Non-MSA	33,569	121,599	58.8	3.62			
Kentucky							
Bowling Green	4,313	10,354	2.1	2.40	556	6.1	12.89
Elizabethtown	4,304	7,936	1.6	1.84	226	2.5	5.25
Lexington-Fayette	22,984	47,794	9.8	2.08	2,671	29.4	11.62
Louisville-Jefferson County	56,636	169,853	34.7	3.00	5,512	60.7	9.73
Owensboro	4,276	41,788	8.5	9.77	119	1.3	2.78
KY Non-MSA	43,636	212,105	43.3	4.86			
Louisiana							
Alexandria	5,068	13,225	1.4	2.61	59	0.4	1.16
Baton Rouge	40,419	217,036	22.3	5.37	3,333	22.7	8.25
Houma-Bayou Cane-Thibodaux	10,061	10,626	1.1	1.06	266	1.8	2.65
Lafayette	17,742	20,570	2.1	1.16	587	4.0	3.31
Lake Charles	14,712	88,972	9.1	6.05	1,314	9.0	8.93
Monroe	6,168	22,249	2.3	3.61	95	0.7	1.55
New Orleans-Metairie-Kenner	76,636	305,887	31.4	3.99	8,449	57.6	11.03
Shreveport-Bossier City	20,982	43,660	4.5	2.08	553	3.8	2.64
LA Non-MSA	34,169	250,590	25.8	7.33			
Massachusetts							
Barnstable Town	8,302	3,715	1.4	0.45	102	0.4	1.22
Pittsfield	5,346	7,617	2.9	1.42	464	1.9	8.67
Worcester	27,533	34,424	13.2	1.25	2,475	9.9	8.99
Boston-Cambridge-Quincy	295,004	186,074	71.4	0.63	21,031	84.0	7.13
Springfield	21,470	28,440	10.9	1.32	965	3.9	4.49
MA Non-MSA	1,313	514	0.2	0.39			
Maryland							
Baltimore-Towson	133,373	176,172	79.3	1.32	5,170	90.0	3.88
Cumberland	2,405	5,022	2.3	2.09	33	0.6	1.36
Hagerstown-Martinsburg	7,938	14,416	6.5	1.82	205	3.6	2.58
Salisbury	3,892	6,641	3.0	1.71	336	5.8	8.63
MD Non-MSA	11,275	19,936	9.0	1.77			
Maine							
Bangor	5,260	15,577	15.6	2.96	161	9.9	3.06
Lewiston-Auburn	3,598	6,054	6.1	1.68	98	6.0	2.72
Portland-South Portland-Biddeford	24,205	37,462	37.6	1.55	1,373	84.1	5.67
ME Non-MSA	15,196	40,598	40.7	2.67			

Table 4: Freight and Trade Volumes for All MSAs

	GMP 2009 ($ Mill.)	Freight Tons 2007 (Thous.)	Freight Share of State (%)	Freight Tons per GMP (Thous./$ Mill.)	Exports 2007 ($ Mill.)	Export Share of State (%)	Exports per GMP ($)
Michigan							
Ann Arbor	17,692	9,587	1.5	0.54	1,238	2.0	7.00
Battle Creek	4,729	9,986	1.6	2.11	538	0.9	11.38
Bay City	2,685	10,936	1.8	4.07	96	0.2	3.56
Detroit-Warren-Livonia	190,323	290,009	46.8	1.52	49,165	80.5	25.83
Flint	11,479	8,257	1.3	0.72	1,083	1.8	9.44
Grand Rapids-Wyoming	33,395	37,452	6.0	1.12	2,829	4.6	8.47
Holland-Grand Haven	9,234	16,858	2.7	1.83	1,522	2.5	16.48
Jackson	4,681	4,716	0.8	1.01	293	0.5	6.25
Kalamazoo-Portage	11,266	15,057	2.4	1.34	1,169	1.9	10.38
Lansing-East Lansing	17,880	14,616	2.4	0.82	731	1.2	4.09
Monroe	3,685	12,693	2.0	3.44	273	0.4	7.40
Muskegon-Norton Shores	4,703	13,566	2.2	2.88	508	0.8	10.80
Niles-Benton Harbor	5,327	13,461	2.2	2.53	500	0.8	9.38
Saginaw-Saginaw Township North	6,410	10,825	1.7	1.69	1,147	1.9	17.90
MI Non-MSA	42,185	152,305	24.6	3.61			
Minnesota							
Rochester	8,759	9,642	2.0	1.10	1,007	4.3	11.49
St. Cloud	7,623	17,363	3.5	2.28	303	1.3	3.97
Duluth	10,073	60,102	12.2	5.97	620	2.6	6.16
Minneapolis-St. Paul-Bloomington	192,052	203,104	41.3	1.06	21,628	91.8	11.26
MN Non-MSA	41,845	201,528	41.0	4.82			
Missouri							
Columbia	5,866	21,950	3.8	3.74	206	1.1	3.51
Jefferson City	5,583	12,579	2.2	2.25	175	0.9	3.13
Joplin	5,522	13,434	2.3	2.43	180	1.0	3.25
Kansas City	100,597	134,268	23.2	1.33	6,706	36.3	6.67
Springfield	14,173	18,267	3.2	1.29	331	1.8	2.34
St. Joseph	4,124	13,500	2.3	3.27	386	2.1	9.36
St. Louis	123,259	230,768	39.9	1.87	10,481	56.8	8.50
MO Non-MSA	35,956	133,338	23.1	3.71			
Mississippi							
Gulfport-Biloxi	9,677	17,874	6.5	1.85	772	44.0	7.98
Hattiesburg	4,496	11,106	4.0	2.47	111	6.3	2.46
Jackson	22,559	42,138	15.2	1.87	601	34.2	2.66
Pascagoula	5,382	50,448	18.2	9.37	272	15.5	5.04
MS Non-MSA	41,458	155,212	56.1	3.74			
Montana							
Billings	6,603	20,653	12.3	3.13	62	44.4	0.93
Great Falls	2,824	11,039	6.6	3.91	47	33.7	1.66
Missoula	4,470	12,164	7.2	2.72	30	21.9	0.68
MT Non-MSA	21,365	124,238	73.9	5.81			
North Carolina							
Asheville	13,455	18,420	3.5	1.37	713	3.7	5.30
Burlington	4,531	7,352	1.4	1.62	262	1.4	5.77
Charlotte-Gastonia-Concord	118,475	126,134	24.3	1.06	4,269	22.2	3.60
Durham-Chapel Hill	31,137	20,101	3.9	0.65	2,430	12.6	7.80
Fayetteville	14,955	13,692	2.6	0.92	322	1.7	2.15
Goldsboro	3,652	6,069	1.2	1.66	158	0.8	4.32
Greensboro-High Point	32,465	38,354	7.4	1.18	3,844	20.0	11.84
Greenville	5,567	6,059	1.2	1.09	380	2.0	6.83
Hickory-Lenoir-Morganton	11,612	21,129	4.1	1.82	1,213	6.3	10.45
Jacksonville	6,273	3,715	0.7	0.59	32	0.2	0.51
Raleigh-Cary	53,205	36,358	7.0	0.68	2,130	11.1	4.00
Rocky Mount	5,297	7,924	1.5	1.50	569	3.0	10.75
Wilmington	13,642	28,009	5.4	2.05	1,127	5.9	8.26
Winston-Salem	22,826	19,524	3.8	0.86	1,785	9.3	7.82
NC Non-MSA	73,574	166,504	32.1	2.26			
North Dakota							
Bismarck	4,315	20,980	13.1	4.86	46	6.0	1.07
Fargo	9,895	26,725	16.7	2.70	488	63.6	4.93
Grand Forks	3,663	27,168	16.9	7.42	233	30.4	6.37
ND Non-MSA	13,513	85,578	53.3	6.33			
Nebraska							
Lincoln	13,538	23,968	13.4	1.77	666	26.2	4.92
Omaha-Council Bluffs	45,282	49,325	27.7	1.09	1,879	73.8	4.15
NE Non-MSA	27,113	105,085	58.9	3.88			

Table 4: Freight and Trade Volumes for All MSAs

	GMP 2009 ($ Mill.)	Freight Tons 2007 (Thous.)	Freight Share of State (%)	Freight Tons per GMP (Thous./$ Mill.)	Exports 2007 ($ Mill.)	Export Share of State (%)	Exports per GMP ($)
New Hampshire							
Manchester-Nashua	19,499	24,861	45.6	1.27	1,450	100.0	7.44
NH Non-MSA	18,218	29,602	54.4	1.62			
New Jersey							
Atlantic City-Hammonton	13,346	16,699	24.6	1.25	65	6.8	0.49
Ocean City	3,931	3,666	5.4	0.93	30	3.1	0.75
Trenton-Ewing	24,923	27,459	40.5	1.10	615	64.6	2.47
Vineland-Millville-Bridgeton	4,851	20,051	29.5	4.13	243	25.5	5.02
New Mexico							
Albuquerque	34,895	48,321	36.3	1.38	979	65.3	2.81
Farmington	7,564	4,712	3.5	0.62	6	0.4	0.07
Las Cruces	4,826	13,749	10.3	2.85	495	33.0	10.25
Santa Fe	6,937	9,501	7.1	1.37	20	1.3	0.29
NM Non-MSA	24,505	56,981	42.8	2.33			
Nevada							
Carson City	3,053	3,633	3.4	1.19	141	5.7	4.62
Las Vegas-Paradise	95,813	48,413	45.2	0.51	1,182	47.9	1.23
Reno-Sparks	18,734	23,725	22.2	1.27	1,147	46.4	6.12
NV Non-MSA	9,941	31,222	29.2	3.14			
New York							
Albany-Schenectady-Troy	38,745	72,130	5.3	1.86	3,308	3.3	8.54
Binghamton	7,416	18,313	1.3	2.47	498	0.5	6.72
Buffalo-Niagara Falls	43,728	164,520	12.1	3.76	4,984	5.0	11.40
Elmira	2,783	7,182	0.5	2.58	141	0.1	5.08
Glens Falls	3,761	13,701	1.0	3.64	157	0.2	4.16
Ithaca	3,705	9,849	0.7	2.66	177	0.2	4.78
Kingston	4,754	9,738	0.7	2.05	173	0.2	3.65
New York-Northern New Jersey-Long Island	1,215,493	714,646	52.5	0.59	80,852	81.0	6.65
Poughkeepsie-Newburgh-Middletown	20,964	33,793	2.5	1.61	1,921	1.9	9.17
Rochester	46,853	57,082	4.2	1.22	5,070	5.1	10.82
Syracuse	26,645	60,889	4.5	2.29	1,987	2.0	7.46
Utica-Rome	8,706	24,869	1.8	2.86	579	0.6	6.65
NY Non-MSA	64,074	174,523	12.8	2.72			
Ohio							
Akron	27,411	30,858	3.3	1.13	3,956	9.3	14.43
Canton-Massillon	13,173	23,275	2.5	1.77	1,543	3.6	11.71
Cincinnati-Middletown	99,487	155,752	16.9	1.57	15,359	36.0	15.44
Cleveland-Elyria-Mentor	104,228	173,464	18.8	1.66	8,751	20.5	8.40
Columbus	10,972	102,610	11.1	9.35	3,489	8.2	31.80
Dayton	34,038	46,802	5.1	1.37	4,348	10.2	12.77
Lima	4,266	14,785	1.6	3.47	818	1.9	19.17
Mansfield	3,912	9,508	1.0	2.43	343	0.8	8.76
Sandusky	2,866	13,365	1.4	4.66	289	0.7	10.10
Springfield	3,605	6,627	0.7	1.84	286	0.7	7.94
Toledo	25,182	83,315	9.0	3.31	2,159	5.1	8.58
Youngstown-Warren-Boardman	17,231	33,544	3.6	1.95	1,364	3.2	7.92
OH Non-MSA	53,005	228,243	24.8	4.31			
Oklahoma							
Lawton	4,074	3,669	1.5	0.90	14	0.4	0.34
Oklahoma City	54,632	66,316	27.4	1.21	828	25.2	1.52
Tulsa	44,615	60,791	25.1	1.36	2,440	74.4	5.47
OK Non-MSA	36,252	111,260	46.0	3.07			
Oregon							
Bend	6,188	9,094	2.6	1.47	72	0.4	1.17
Corvallis	3,554	5,097	1.4	1.43	352	2.0	9.89
Eugene-Springfield	10,821	29,433	8.3	2.72	909	5.2	8.40
Medford	6,348	14,003	3.9	2.21	149	0.9	2.35
Portland-Vancouver-Beaverton	110,509	162,677	45.8	1.47	15,784	89.9	14.28
Salem	11,934	23,683	6.7	1.98	285	1.6	2.39
OR Non-MSA	22,513	111,045	31.3	4.93			
Pennsylvania							
Allentown-Bethlehem-Easton	28,662	55,653	5.5	1.94	2,366	6.0	8.26
Altoona	3,987	10,344	1.0	2.59	150	0.4	3.77
Erie	9,110	14,081	1.4	1.55	1,135	2.9	12.46
Harrisburg-Carlisle	26,862	44,780	4.4	1.67	1,537	3.9	5.72
Johnstown	3,786	4,770	0.5	1.26	57	0.1	1.51
Lancaster	18,640	40,666	4.0	2.18	939	2.4	5.04

Table 4: Freight and Trade Volumes for All MSAs

	GMP 2009 ($ Mill.)	Freight Tons 2007 (Thous.)	Freight Share of State (%)	Freight Tons per GMP (Thous./$ Mill.)	Exports 2007 ($ Mill.)	Export Share of State (%)	Exports per GMP ($)
Lebanon	3,380	6,990	0.7	2.07	184	0.5	5.45
Philadelphia-Camden-Wilmington	327,378	377,026	37.2	1.15	18,882	47.7	5.77
Pittsburgh	113,837	186,021	18.3	1.63	9,750	24.6	8.57
Reading	14,461	21,864	2.2	1.51	1,022	2.6	7.07
Scranton-Wilkes-Barre	18,721	34,456	3.4	1.84	1,090	2.8	5.82
State College	5,441	12,497	1.2	2.30	259	0.7	4.77
Williamsport	3,555	9,097	0.9	2.56	251	0.6	7.05
York-Hanover	14,666	32,976	3.3	2.25	1,984	5.0	13.53
PA Non-MSA	54,614	163,061	16.1	2.99			
Rhode Island							
Providence-New Bedford-Fall River	63,983	49,782		0.78	3,285		5.13
South Carolina							
Anderson	3,031	8,455	2.8	2.79	565	3.7	18.64
Charleston-North Charleston-Summerville	26,360	67,440	22.1	2.56	1,843	12.1	6.99
Columbia	5,866	38,161	12.5	6.51	1,048	6.9	17.87
Florence	6,961	16,076	5.3	2.31	871	5.7	12.52
Greenville-Mauldin-Easley	25,014	65,809	21.6	2.63	9,115	60.0	36.44
Myrtle Beach-North Myrtle Beach-Conway	9,153	9,629	3.2	1.05	217	1.4	2.37
Spartanburg	10,019	23,468	7.7	2.34	1,424	9.4	14.21
Sumter	2,896	6,342	2.1	2.19	104	0.7	3.61
SC Non-MSA	24,544	69,449	22.8	2.83			
South Dakota							
Rapid City	4,842	12,293	13.2	2.54	131	41.6	2.70
Sioux Falls	14,843	19,493	21.0	1.31	183	58.4	1.23
SD Non-MSA	14,583	61,039	65.8	4.19			
Tennessee							
Chattanooga	20,256	31,377	6.9	1.55	809	4.1	3.99
Clarksville	8,933	16,314	3.6	1.83	310	1.6	3.47
Cleveland	3,095	10,066	2.2	3.25	173	0.9	5.58
Jackson	4,483	8,561	1.9	1.91	255	1.3	5.68
Johnson City	5,666	8,522	1.9	1.50	131	0.7	2.30
Kingsport-Bristol-Bristol	9,134	12,985	2.8	1.42	2,409	12.2	26.37
Knoxville	29,038	32,576	7.1	1.12	2,094	10.6	7.21
Memphis	63,277	137,507	30.2	2.17	8,138	41.2	12.86
Morristown	3,367	4,929	1.1	1.46	338	1.7	10.03
Nashville-Davidson-Murfreesboro-Franklin	77,697	73,191	16.1	0.94	5,106	25.8	6.57
TN Non-MSA	36,446	119,787	26.3	3.29			
Texas							
Abilene	5,471	8,071	0.4	1.48	53	0.0	0.97
Amarillo	9,139	16,370	0.8	1.79	221	0.2	2.41
Austin-Round Rock	80,662	63,310	3.0	0.78	8,429	6.7	10.45
Beaumont-Port Arthur	14,676	117,898	5.6	8.03	1,921	1.5	13.09
Brownsville-Harlingen	7,173	39,903	1.9	5.56	2,901	2.3	40.44
College Station-Bryan	6,377	6,736	0.3	1.06	49	0.0	0.76
Corpus Christi	15,884	121,751	5.8	7.66	1,551	1.2	9.76
Dallas-Fort Worth-Arlington	373,792	307,067	14.7	0.82	22,079	17.5	5.91
El Paso	26,236	56,969	2.7	2.17	9,608	7.6	36.62
Houston-Sugar Land-Baytown	388,687	649,780	31.1	1.67	62,815	49.8	16.16
Killeen-Temple-Fort Hood	14,254	12,706	0.6	0.89	93	0.1	0.65
Laredo	6,250	82,679	4.0	13.23	4,704	3.7	75.27
Longview	9,488	19,226	0.9	2.03	299	0.2	3.15
Lubbock	9,079	14,127	0.7	1.56	860	0.7	9.47
McAllen-Edinburg-Mission	13,530	47,667	2.3	3.52	4,042	3.2	29.87
Midland	10,296	3,989	0.2	0.39	80	0.1	0.78
Odessa	5,861	8,418	0.4	1.44	183	0.1	3.12
San Angelo	3,353	8,630	0.4	2.57	117	0.1	3.50
San Antonio	80,793	107,940	5.2	1.34	3,568	2.8	4.42
Sherman-Denison	3,116	8,080	0.4	2.59	459	0.4	14.73
Texarkana	4,249	6,949	0.3	1.64	148	0.1	3.49
Tyler	8,401	11,370	0.5	1.35	181	0.1	2.15
Victoria	5,020	22,704	1.1	4.52	1,323	1.0	26.36
Waco	7,693	27,082	1.3	3.52	191	0.2	2.48
Wichita Falls	5,539	8,282	0.4	1.50	225	0.2	4.06
TX Non-MSA	75,733	310,247	14.9	4.10			
Utah							
Logan	2,986	5,864	3.2	1.96	174	2.3	5.82
Ogden-Clearfield	16,460	28,998	15.9	1.76	665	8.7	4.04
Provo-Orem	13,384	24,447	13.4	1.83	1,205	15.8	9.00
Salt Lake City	63,032	75,909	41.7	1.20	5,563	72.9	8.83

Table 4: Freight and Trade Volumes for All MSAs

	GMP 2009 ($ Mill.)	Freight Tons 2007 (Thous.)	Freight Share of State (%)	Freight Tons per GMP (Thous./$ Mill.)	Exports 2007 ($ Mill.)	Export Share of State (%)	Exports per GMP ($)
St. George	3,555	6,915	3.8	1.95	24	0.3	0.67
UT Non-MSA	10,177	39,798	21.9	3.91			
Virginia							
Blacksburg-Christiansburg-Radford	4,895	7,132	1.3	1.46	422	4.8	8.62
Charlottesville	8,767	5,094	0.9	0.58	269	3.1	3.07
Lynchburg	8,235	4,253	0.8	0.52	366	4.2	4.45
Richmond	59,207	104,813	19.4	1.77	4,952	56.8	8.36
Roanoke	12,292	25,375	4.7	2.06	575	6.6	4.68
Virginia Beach-Norfolk-Newport News	74,927	130,945	24.2	1.75	1,881	21.6	2.51
Winchester	4,484	1,237	0.2	0.28	255	2.9	5.68
VA Non-MSA	22,152	262,013	48.4	11.83			
Vermont							
Burlington-South Burlington	10,071	12,724	28.6	1.26	2,858	100.0	28.38
VT Non-MSA	14,505	31,714	71.4	2.19			
Washington							
Bellingham	7,211	51,780	8.3	7.18	869	1.5	12.05
Bremerton-Silverdale	8,244	8,985	1.4	1.09	92	0.2	1.12
Kennewick-Pasco-Richland	8,688	21,815	3.5	2.51	743	1.3	8.55
Longview	2,839	38,412	6.2	13.53	595	1.0	20.95
Mount Vernon-Anacortes	4,524	38,537	6.2	8.52	273	0.5	6.03
Olympia	8,431	13,602	2.2	1.61	154	0.3	1.83
Seattle-Tacoma-Bellevue	219,581	293,635	47.0	1.34	53,893	92.1	24.54
Spokane	17,392	33,855	5.4	1.95	879	1.5	5.05
Wenatchee-East Wenatchee	3,746	6,266	1.0	1.67	312	0.5	8.34
Yakima	7,062	22,379	3.6	3.17	695	1.2	9.83
WA Non-MSA	18,338	95,286	15.3	5.20			
Wisconsin							
Appleton	9,220	21,939	5.1	2.38	1,000	6.2	10.84
Eau Claire	5,917	9,334	2.2	1.58	340	2.1	5.74
Fond du Lac	3,630	13,547	3.2	3.73	530	3.3	14.60
Green Bay	14,218	25,411	5.9	1.79	564	3.5	3.96
Janesville	5,004	13,323	3.1	2.66	1,034	6.4	20.66
La Crosse	5,111	12,986	3.0	2.54	606	3.7	11.86
Madison	32,572	28,930	6.8	0.89	1,574	9.7	4.83
Milwaukee-Waukesha-West Allis	82,338	106,237	24.8	1.29	7,303	45.1	8.87
Oshkosh-Neenah	7,541	12,267	2.9	1.63	789	4.9	10.46
Racine	6,886	13,598	3.2	1.97	1,651	10.2	23.98
Sheboygan	5,053	11,877	2.8	2.35	501	3.1	9.92
Wausau	5,497	17,678	4.1	3.22	291	1.8	5.29
WI Non-MSA	45,648	140,422	32.8	3.08			
West Virginia							
Charleston	13,938	48,045	13.1	3.45	1,225	43.2	8.79
Huntington-Ashland	9,553	116,813	32.0	12.23	385	13.6	4.03
Morgantown	5,163	25,422	7.0	4.92	53	1.9	1.04
Parkersburg-Marietta-Vienna	5,561	22,828	6.2	4.11	975	34.4	17.54
Weirton-Steubenville	3,547	24,463	6.7	6.90	139	4.9	3.92
Wheeling	4,854	38,232	10.5	7.88	60	2.1	1.23
WV Non-MSA	21,742	89,734	24.5	4.13			
Wyoming							
Casper	5,834	41,675	7.1	7.14	51	75.8	0.88
Cheyenne	4,245	154,112	26.4	36.31	16	24.2	0.38
WY Non-MSA	22,039	387,188	66.4	17.57			

Notes:

Freight Data includes Inbound, Outbound, and Intra-Market tons. Through-tons are not included.
For MSAs in multiple states we use the MSA freight and export totals in the principle state for Share calculation.
For example, all Kansas City MSA freight tons and exports are included in Missouri.
Export data for Fairbanks, AK, Decatur, IL and Tuscaloosa, AL not reported for 2007.
We report 2006 data for Fairbanks, and 2005 data for Decatur and Tuscaloosa.

The United States Conference of Mayors

1620 Eye Street, NW
Washington, DC 20006
Tel: 202.293.7330
Fax: 202.293.2352
usmayors.org

The Council for the New American City

1620 Eye Street, NW
Washington, DC 20006
Tel: 202.861.6712
Fax: 202.293.2352
newamericancity.org

IHS Global Insight Inc.

Corporate Headquarters:

Lexington, MA
IHS Global Insight (USA) Inc.
24 Hartwell Avenue
Lexington, MA 02421-3158
Phone: +1 (781) 301-9100
Fax: +1 (781) 301-9416

North American Offices:

Philadelphia, PA
IHS Global Insight (USA) Inc.
1510 Chester Pike
800 Baldwin Tower
Eddystone, PA 19022
Phone: +1 (610) 490-4000
Fax: +1 (610) 490-2770

New York, NY
IHS Global Insight (USA) Inc.
530 Fifth Avenue, 7th Floor
New York, NY 10036-5101
Phone: +1 (212) 884-9500
Fax: +1 (212) 884-9514

Columbia, MO
IHS Global Insight (USA) Inc.
302 Campusview Drive, Suite 202
Columbia, MO 65201
Phone: +1 (573) 442.8165
Fax: +1 (573) 442.8169

Washington, D.C.
IHS Global Insight (USA) Inc.
1850 M Street, NW, Suite 1100
Washington, DC 20036
Phone: +1 (202) 481-9300
Fax: +1 (202) 481-9301

Detroit, MI
IHS Global Insight (USA) Inc.
3290 W. Big Beaver Road, Suite 502
Troy, MI 48084
Phone: +1 (248) 614-0040
Fax: +1 (248) 614-0068