Alabama

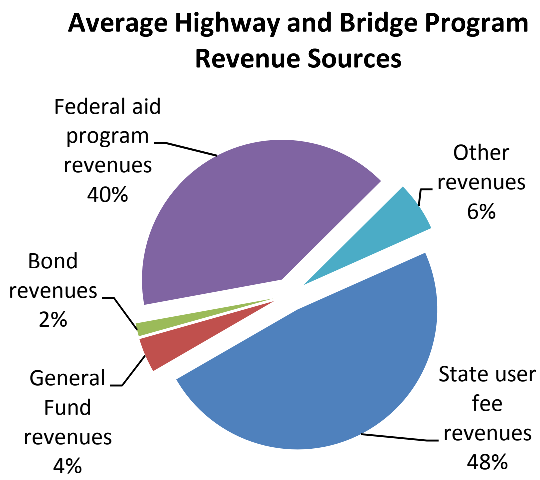
Contract Awards and Market Activity

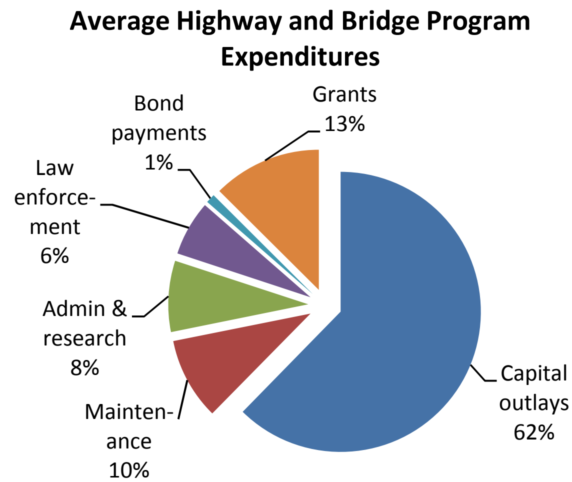
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.3%
Bridges	↓	↓	0.8%
Freight, Subway & Light Rail	↓	↓	0.1%
Port and Waterway	↓	↔	0.4%
Airport Runways	↓	↓	0.9%

Long Run Demographic Drivers

- Population: 4,802,740 (ranked 23rd nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 7% (2000 to 2010)
  - ↓ 1% (2010 to 2020)
- Housing starts: ↓ 45% 2008 to 2012
- Total starts per thousand population: Alabama is forecasted to rank 19th in 2012 (2.2 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Alaska

Contract Awards and Market Activity

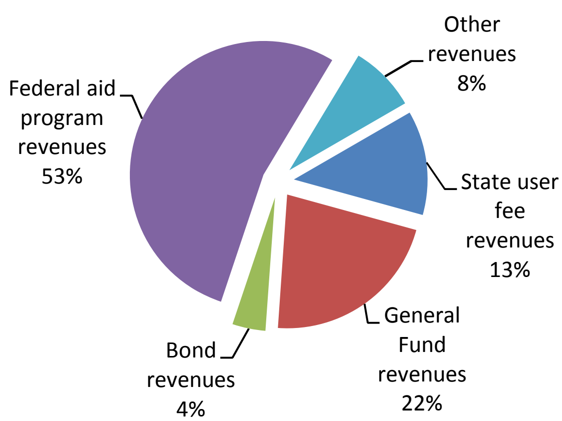
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	0.9%
Bridges	↓	↓	0.6%
Freight, Subway & Light Rail	↓	↓	0.2%
Port and Waterway	↔	↓	2.1%
Airport Runways	↓	↓	5.6%

Long Run Demographic Drivers

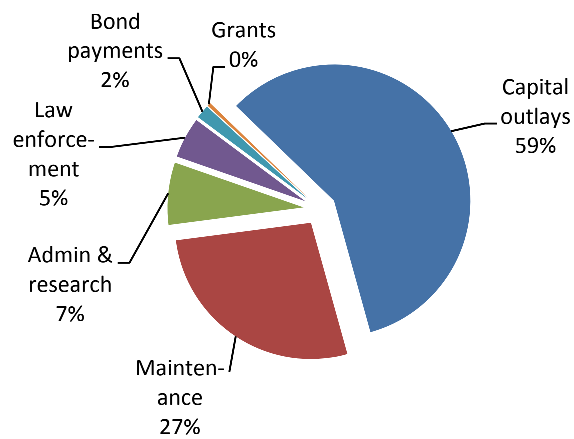
- Population: 722,718 (ranked 47th nationally)
  - ↑ 2% (2010 to 2011)
  - ↑ 13% (2000 to 2010)
  - ↑ 9% (2010 to 2020)
- Housing starts: ↑ 10% 2008 to 2012
- Total starts per thousand population: Alaska is forecasted to rank 42nd in 2012 (1.3 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Arizona

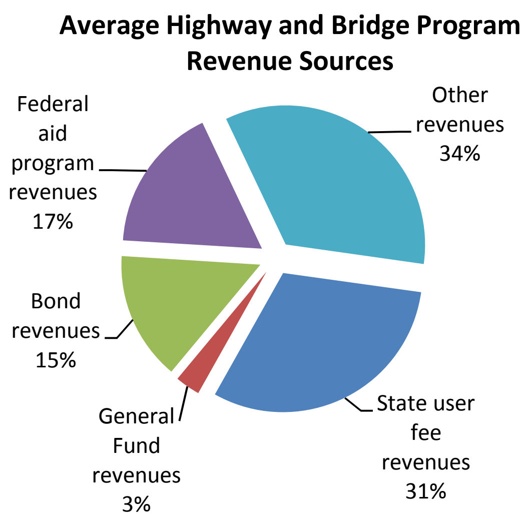
Contract Awards and Market Activity

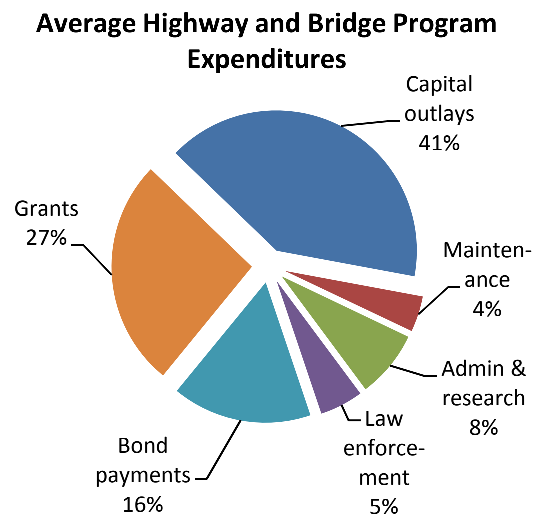
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.8%
Bridges	↑	↓	1.1%
Freight, Subway & Light Rail	↑	↓	1.3%
Port and Waterway	↔	↓	0.0%
Airport Runways	↑	↑	4.7%

Long Run Demographic Drivers

- Population: 6,482,505 (ranked 16th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 25% (2000 to 2010)
  - ↑ 32% (2010 to 2020)
- Housing starts: ↓ 52% 2008 to 2012
- Total starts per thousand population: Arizona is forecasted to rank 37th in 2012 (1.6 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Arkansas

Contract Awards and Market Activity

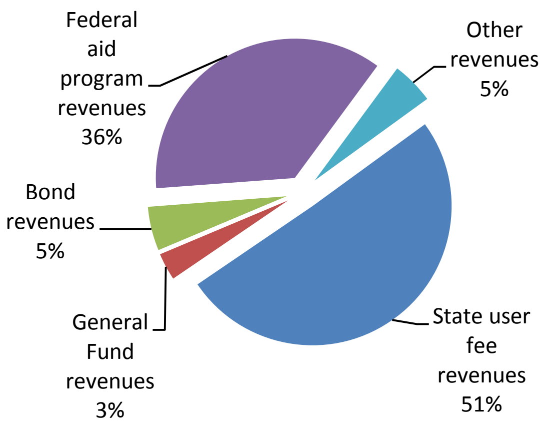
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.0%
Bridges	↑	↑	1.2%
Freight, Subway & Light Rail	↓	↓	<0.1%
Port and Waterway	↑	↑	0.2%
Airport Runways	↑	↑	1.7%

Long Run Demographic Drivers

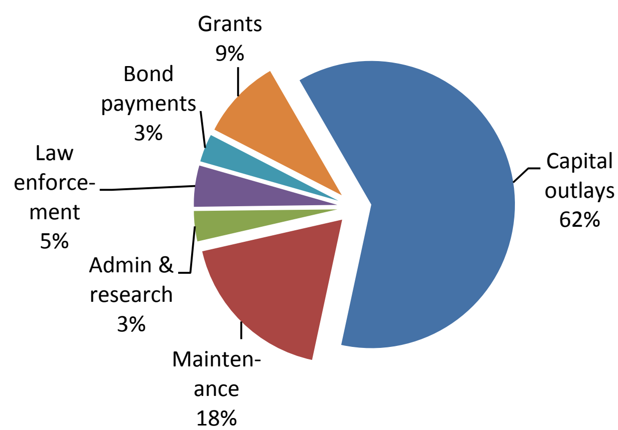
- Population: 2,937,979 (ranked 32nd nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 9% (2000 to 2010)
  - ↑ 5% (2010 to 2020)
- Housing starts: ↓ 24% 2008 to 2012
- Total starts per thousand population: Arkansas is forecasted to rank 16th in 2012 (2.3 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

California

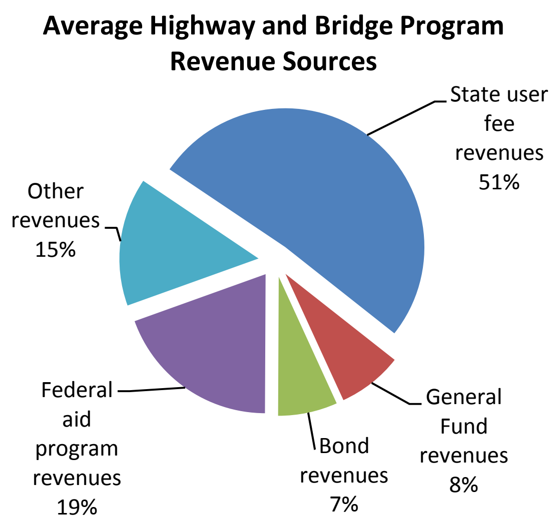
Contract Awards and Market Activity

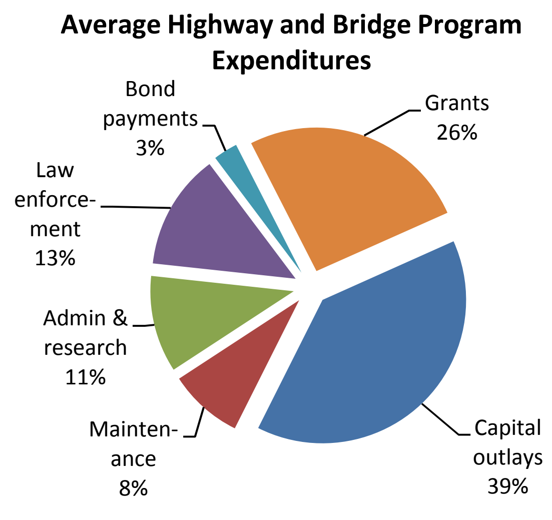
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↔	9.9%
Bridges	↑	↑	12.2%
Freight, Subway & Light Rail	↑	↑	28.2%
Port and Waterway	↔	↑	22.0%
Airport Runways	↑	↓	6.7%

Long Run Demographic Drivers

- Population: 37,691,912 (ranked 1st nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 10% (2000 to 2010)
  - ↑ 13% (2010 to 2020)
- Housing starts: ↓ 18% 2008 to 2012
- Total starts per thousand population: California is forecasted to rank 44th in 2012 (1.2 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Colorado

Contract Awards and Market Activity

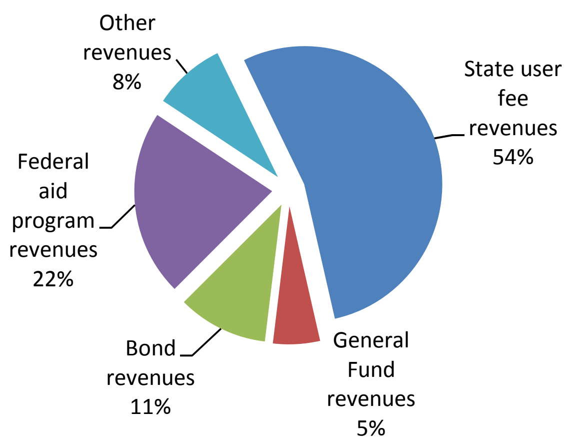
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	1.8%
Bridges	↑	↑	2.2%
Freight, Subway & Light Rail	↑	↑	20.8%
Port and Waterway	↓	↓	<0.1%
Airport Runways	↑	↓	2.9%

Long Run Demographic Drivers

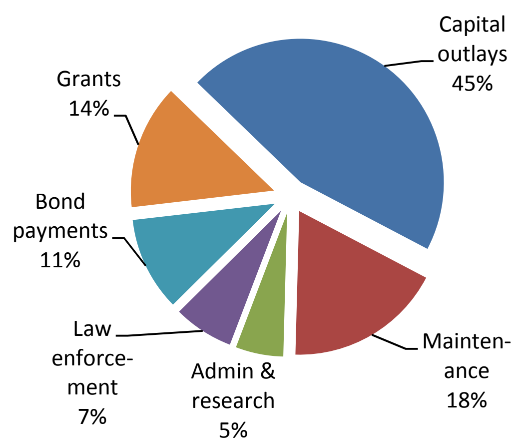
- Population: 5,116,796 (ranked 22nd nationally)
  - ↑ 2% (2010 to 2011)
  - ↑ 17% (2000 to 2010)
  - ↑ 5% (2010 to 2020)
- Housing starts: ↓ 13% 2008 to 2012
- Total starts per thousand population: Colorado is forecasted to rank 17th in 2012 (2.3 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Connecticut

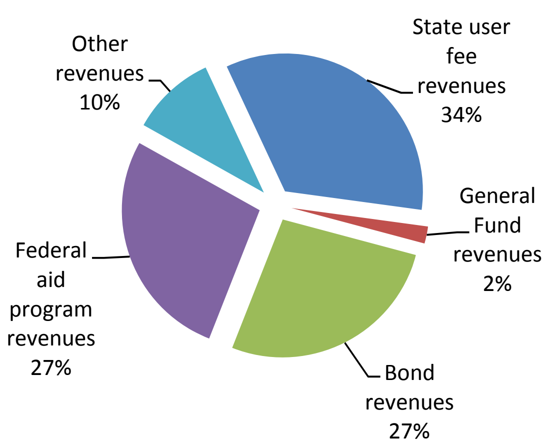
Contract Awards and Market Activity

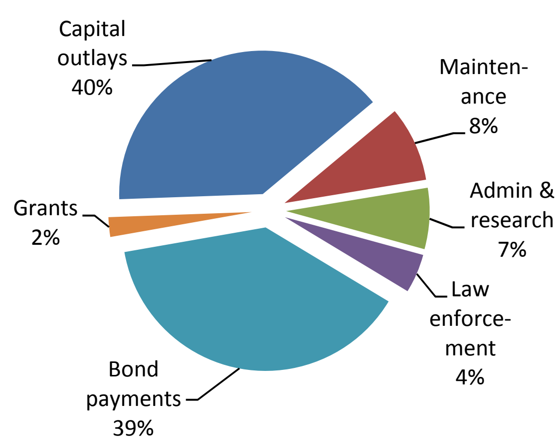
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	0.9%
Bridges	↓	↓	1.1%
Freight, Subway & Light Rail	↔	↓	0.0%
Port and Waterway	↓	↓	0.5%
Airport Runways	↑	↓	0.4%

Long Run Demographic Drivers

- Population: 3,580,709 (ranked 29th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 5% (2000 to 2010)
  - ↑ 3% (2010 to 2020)
- Housing starts: ↓ 22% 2008 to 2012
- Total starts per thousand population: Connecticut is forecasted to rank 49th in 2012 (0.9 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Delaware

Contract Awards and Market Activity

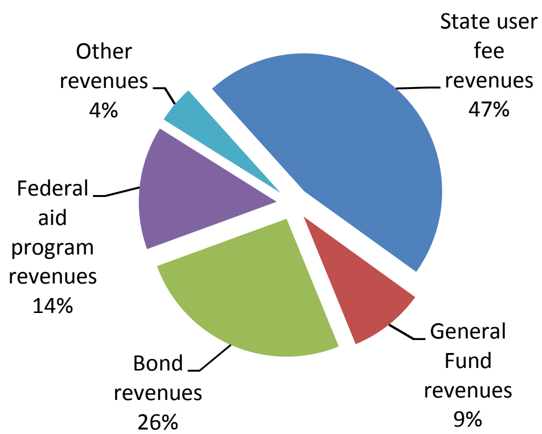
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↔	0.3%
Bridges	↓	↓	<0.1%
Freight, Subway & Light Rail	↑	↑	0.2%
Port and Waterway	↑	↓	<0.1%
Airport Runways	↓	↑	0.2%

Long Run Demographic Drivers

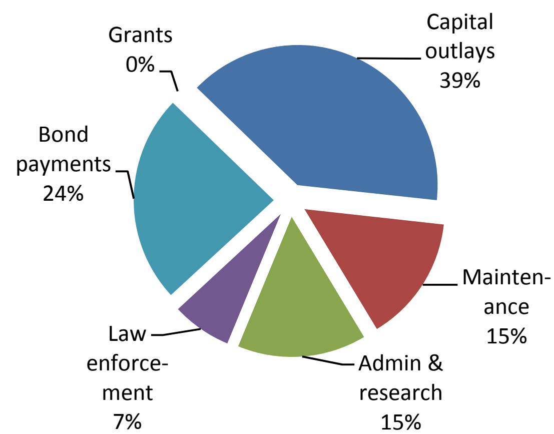
- Population: 907,135 (ranked 45th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 15% (2000 to 2010)
  - ↑ 7% (2010 to 2020)
- Housing starts: ↓ 9% 2008 to 2012
- Total starts per thousand population: Delaware is forecasted to rank 6th in 2012 (3.3 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

District of Columbia

Contract Awards and Market Activity

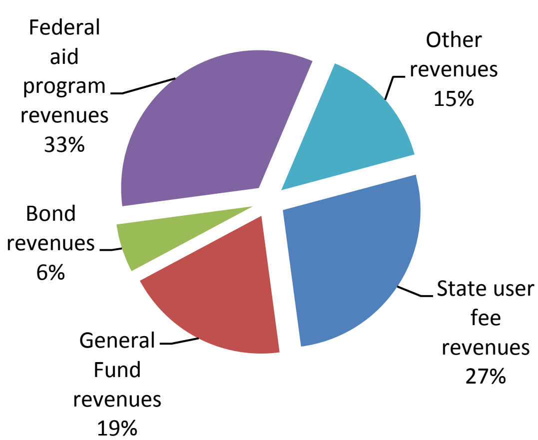
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	<0.1%
Bridges	↓	↓	<0.1%
Freight, Subway & Light Rail	↑	↓	0.5%
Port and Waterway	↔	↓	0.0%
Airport Runways	↑	↑	0.1%

Long Run Demographic Drivers

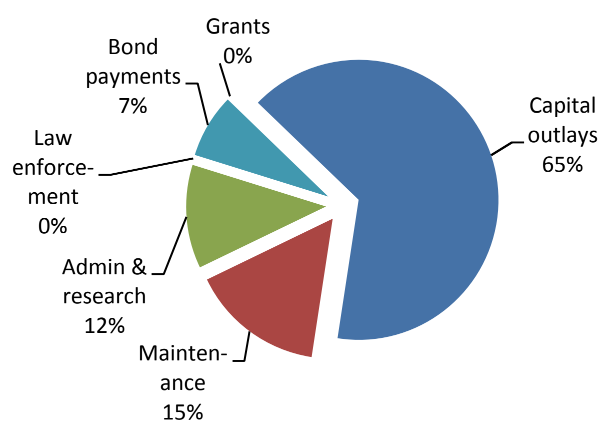
- Population: 617,996 (ranked 50th nationally)
  - ↑ 3% (2010 to 2011)
  - ↑ 5% (2000 to 2010)
  - ↓ 20% (2010 to 2020)
- Housing starts: ↑ 33% 2008 to 2012
- Total starts per thousand population: District of Columbia is forecasted to rank 8th in 2012 (3.2 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Florida

Contract Awards and Market Activity

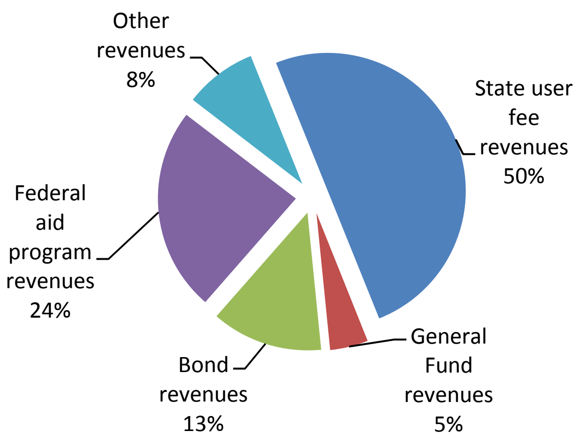
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↔	↓	4.7%
Bridges	↓	↓	3.4%
Freight, Subway & Light Rail	↑	↓	4.3%
Port and Waterway	↓	↓	5.3%
Airport Runways	↑	↓	6.5%

Long Run Demographic Drivers

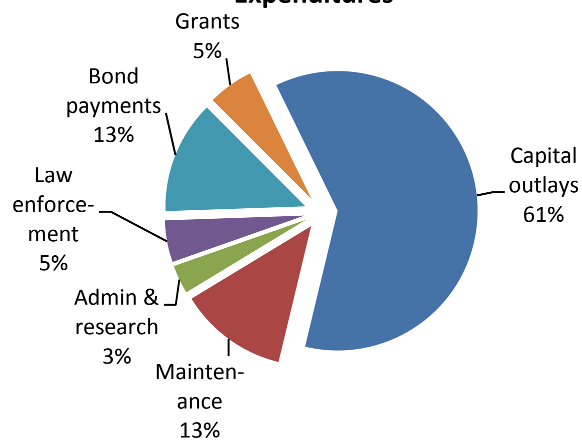
- Population: 19,057,542 (ranked 4th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 18% (2000 to 2010)
  - ↑ 24% (2010 to 2020)
- Housing starts: ↓ 26% 2008 to 2012
- Total starts per thousand population: Florida is forecasted to rank 21st in 2012 (2.1 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Georgia

Contract Awards and Market Activity

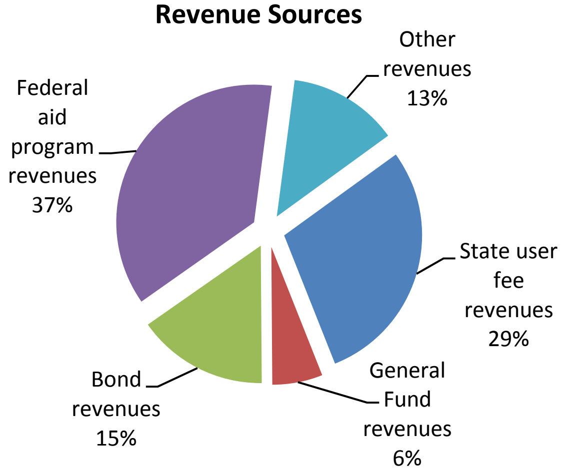
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↔	2.2%
Bridges	↑	↑	1.6%
Freight, Subway & Light Rail	↑	↑	1.9%
Port and Waterway	↑	↓	0.2%
Airport Runways	↑	↑	3.6%

Long Run Demographic Drivers

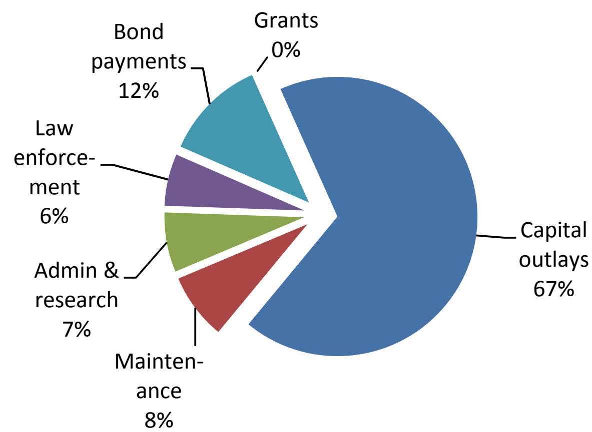
- Population: 9,815,210 (ranked 9th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 18% (2000 to 2010)
  - ↑ 12% (2010 to 2020)
- Housing starts: ↓ 38% 2008 to 2012
- Total starts per thousand population: Georgia is forecasted to rank 34th in 2012 (1.7 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Hawaii

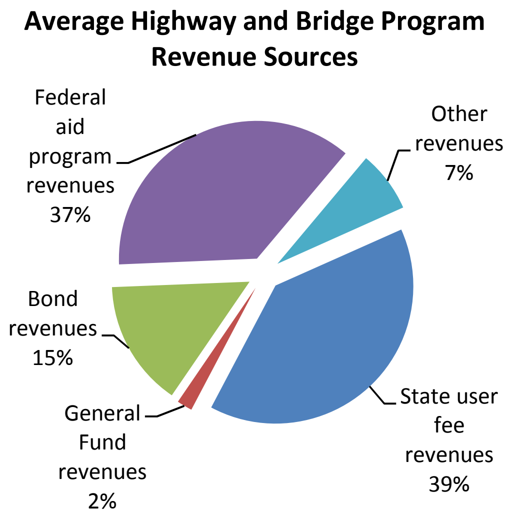
Contract Awards and Market Activity

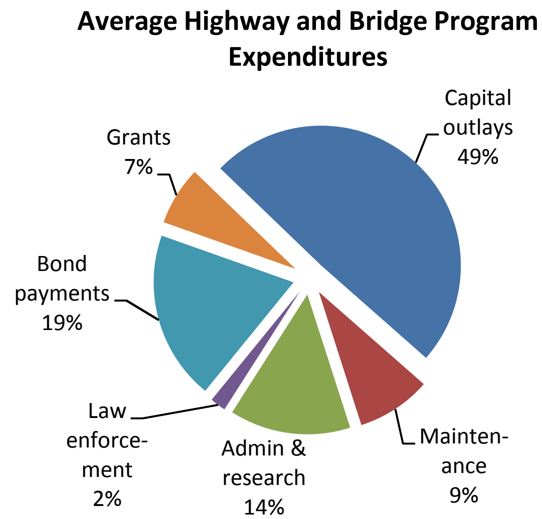
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↔	0.7%
Bridges	↑	↑	0.4%
Freight, Subway & Light Rail	↑	↑	0.2%
Port and Waterway	↑	↓	1.1%
Airport Runways	↑	↓	1.2%

Long Run Demographic Drivers

- Population: 1,374,810 (ranked 40th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 12% (2000 to 2010)
  - ↑ 4% (2010 to 2020)
- Housing starts: ↓ 18% 2008 to 2012
- Total starts per thousand population: Hawaii is forecasted to rank 24th in 2012 (1.9 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Idaho

Contract Awards and Market Activity

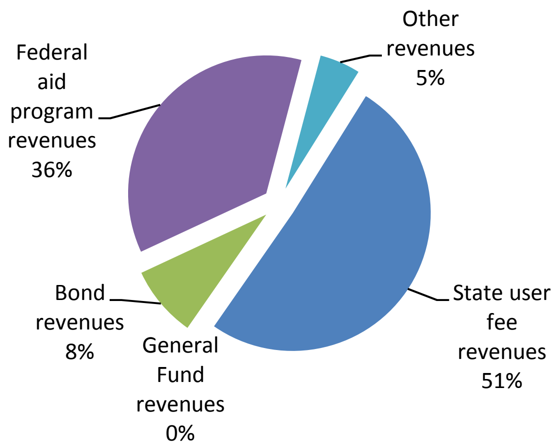
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	0.5%
Bridges	↑	↓	0.5%
Freight, Subway & Light Rail	↔	↓	0.0%
Port and Waterway	↑	↓	0.1%
Airport Runways	↑	↔	0.5%

Long Run Demographic Drivers

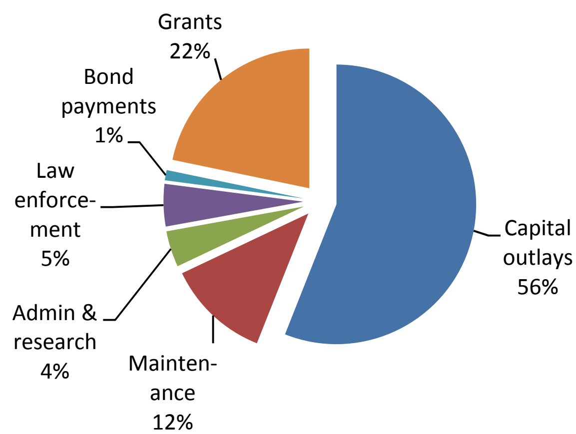
- Population: 1,584,985 (ranked 39th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 21% (2000 to 2010)
  - ↑ 11% (2010 to 2020)
- Housing starts: ↓ 44% 2008 to 2012
- Total starts per thousand population: Idaho is forecasted to rank 25th in 2012 (1.9 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Illinois

Contract Awards and Market Activity

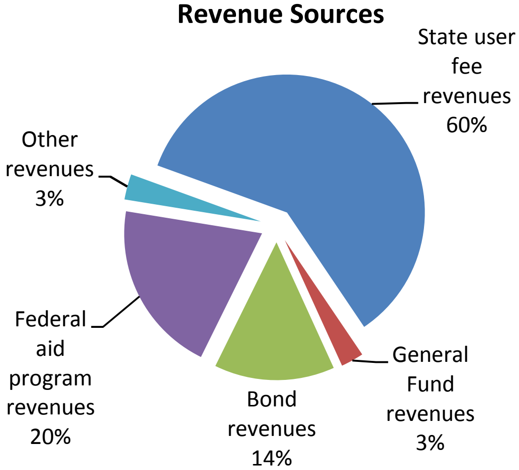
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	4.2%
Bridges	↑	↔	5.0%
Freight, Subway & Light Rail	↓	↓	0.8%
Port and Waterway	↑	↓	1.2%
Airport Runways	↓	↓	4.0%

Long Run Demographic Drivers

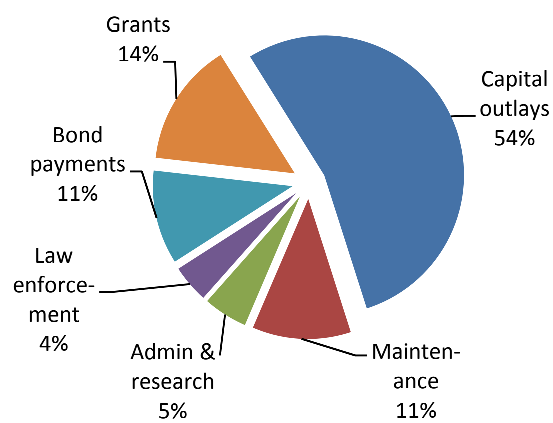
- Population: 12,869,257 (ranked 5th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 3% (2000 to 2010)
  - ↑ 3% (2010 to 2020)
- Housing starts: ↓ 25% 2008 to 2012
- Total starts per thousand population: Illinois is forecasted to rank 50th in 2012 (0.9 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Indiana

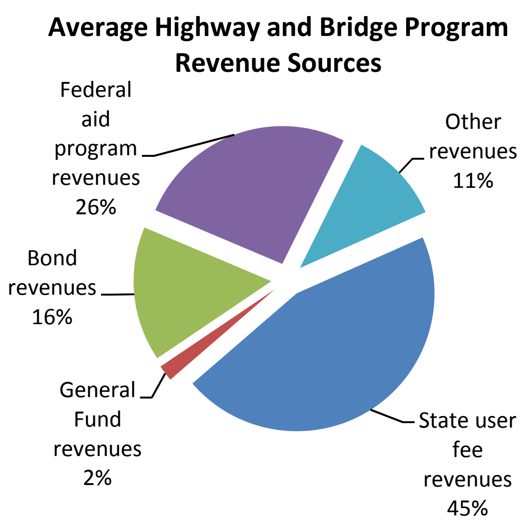
Contract Awards and Market Activity

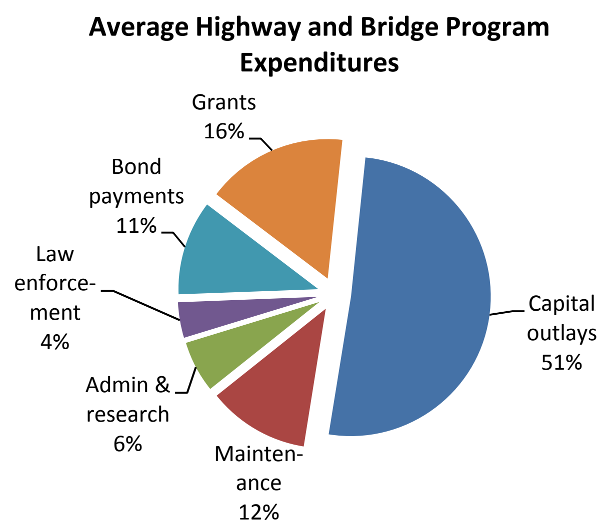
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.8%
Bridges	↓	↓	2.3%
Freight, Subway & Light Rail	↑	↑	0.5%
Port and Waterway	↑	↑	0.3%
Airport Runways	↓	↓	0.8%

Long Run Demographic Drivers

- Population: 6,516,922 (ranked 15nd nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 7% (2000 to 2010)
  - ↑ 2% (2010 to 2020)
- Housing starts: ↓ 6% 2008 to 2012
- Total starts per thousand population: Indiana is forecasted to rank 30nd in 2012 (1.8 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

Iowa

Contract Awards and Market Activity

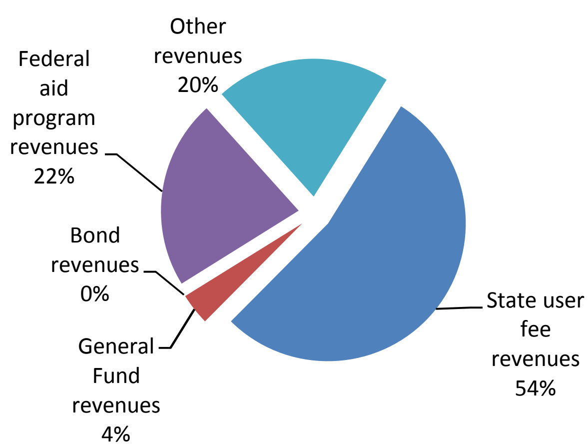
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↔	↔	1.9%
Bridges	↑	↑	1.7%
Freight, Subway & Light Rail	↑	↓	0.1%
Port and Waterway	↓	↓	<0.1%
Airport Runways	↑	↑	1.5%

Long Run Demographic Drivers

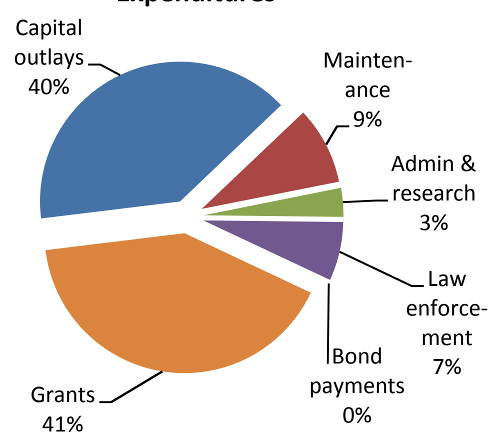
- Population: 3,062,309 (ranked 30th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 4% (2000 to 2010)
  - ↓ 1% (2010 to 2020)
- Housing starts: ↑ 10% 2008 to 2012
- Total starts per thousand population: Iowa is forecasted to rank 13th in 2012 (2.8 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Kansas

Contract Awards and Market Activity

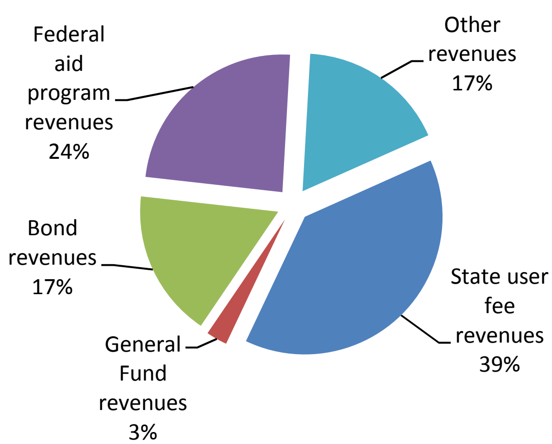
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↔	↓	1.2%
Bridges	↓	↓	0.7%
Freight, Subway & Light Rail	↑	↑	3.0%
Port and Waterway	↑	↑	<0.1%
Airport Runways	↑	↓	0.8%

Long Run Demographic Drivers

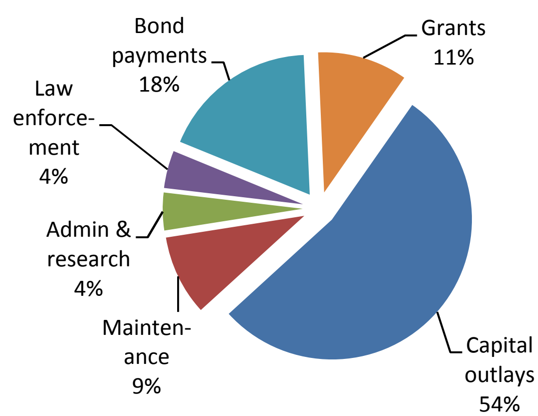
- Population: 2,871,238 (ranked 33rd nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 6% (2000 to 2010)
  - ↑ 1% (2010 to 2020)
- Housing starts: ↓ 20% 2008 to 2012
- Total starts per thousand population: Kansas is forecasted to rank 28th in 2012 (1.9 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Kentucky

Contract Awards and Market Activity

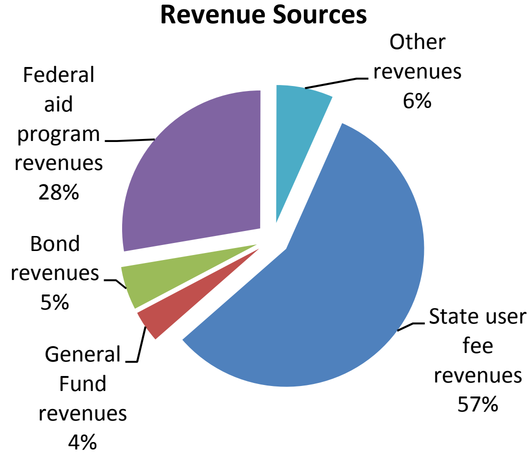
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↑	1.9%
Bridges	↓	↔	1.2%
Freight, Subway & Light Rail	↑	↑	<0.1%
Port and Waterway	↑	↓	0.9%
Airport Runways	↑	↓	0.7%

Long Run Demographic Drivers

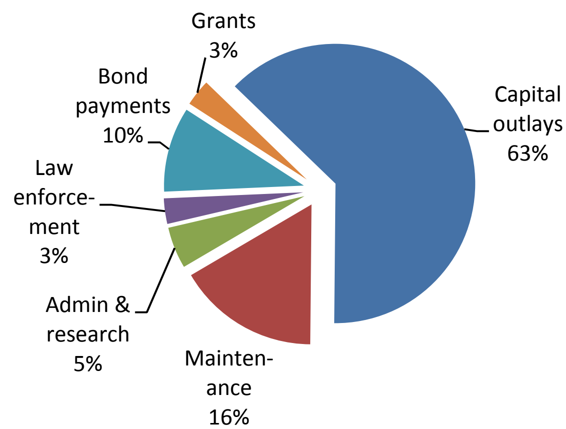
- Population: 4,369,356 (ranked 26th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 7% (2000 to 2010)
  - ↑ 2% (2010 to 2020)
- Housing starts: ↓ 27% 2008 to 2012
- Total starts per thousand population: Kentucky is forecasted to rank 35th in 2012 (1.7 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Louisiana

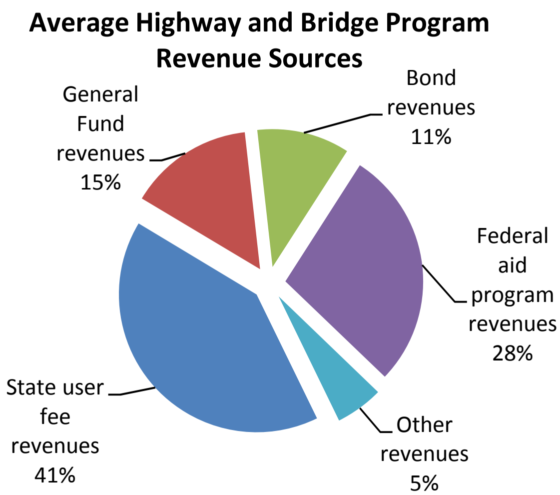
Contract Awards and Market Activity

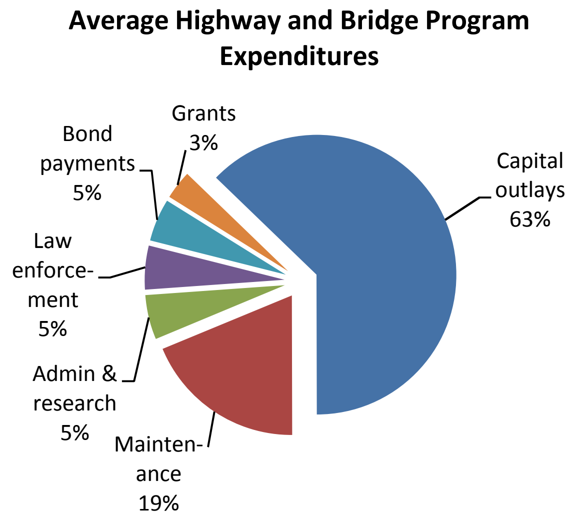
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.7%
Bridges	↓	↓	1.5%
Freight, Subway & Light Rail	↓	↓	<0.1%
Port and Waterway	↓	↓	1.3%
Airport Runways	↓	↓	1.4%

Long Run Demographic Drivers

- Population: 4,574,836 (ranked 25th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 1% (2000 to 2010)
  - ↑ 4% (2010 to 2020)
- Housing starts: ↓ 13% 2008 to 2012
- Total starts per thousand population: Louisiana is forecasted to rank 12th in 2012 (2.8 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Maine

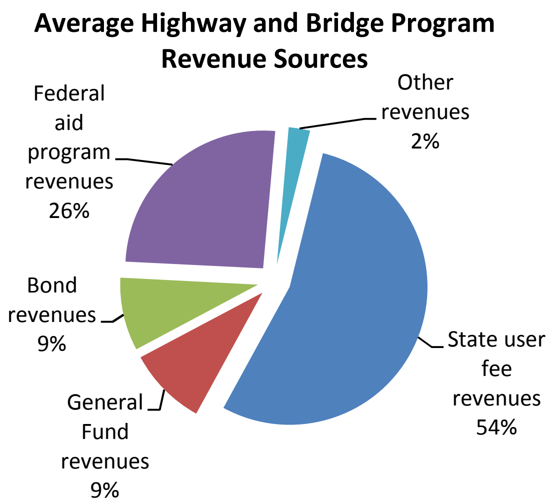
Contract Awards and Market Activity

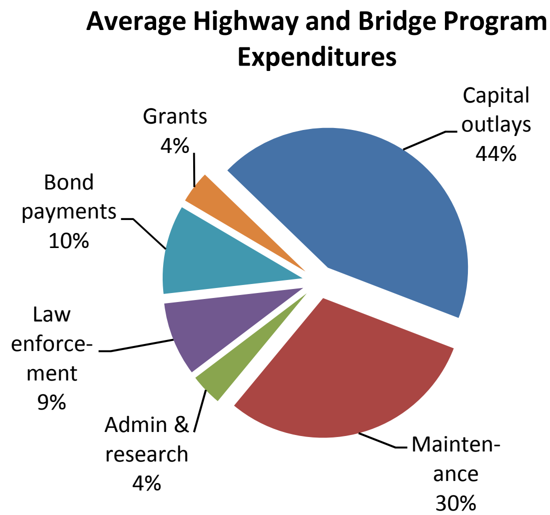
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↔	↓	0.5%
Bridges	↑	↑	0.7%
Freight, Subway & Light Rail	↓	↑	0.1%
Port and Waterway	↑	↑	0.8%
Airport Runways	↑	↓	0.3%

Long Run Demographic Drivers

- Population: 1,328,188 (ranked 41st nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 4% (2000 to 2010)
  - ↑ 6% (2010 to 2020)
- Housing starts: ↓ 36% 2008 to 2012
- Total starts per thousand population: Maine is forecasted to rank 23rd in 2012 (1.9 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Maryland

Contract Awards and Market Activity

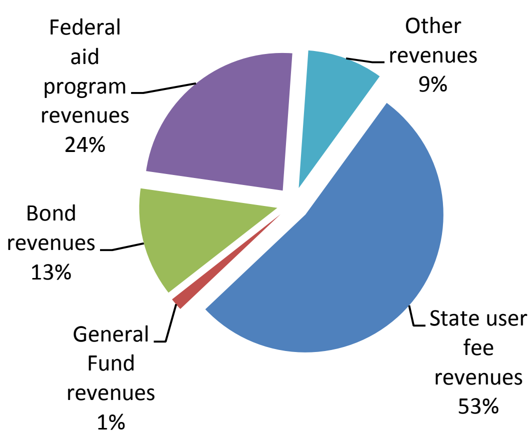
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	1.8%
Bridges	↑	↑	1.9%
Freight, Subway & Light Rail	↑	↔	0.1%
Port and Waterway	↑	↑	1.9%
Airport Runways	↑	↔	2.4%

Long Run Demographic Drivers

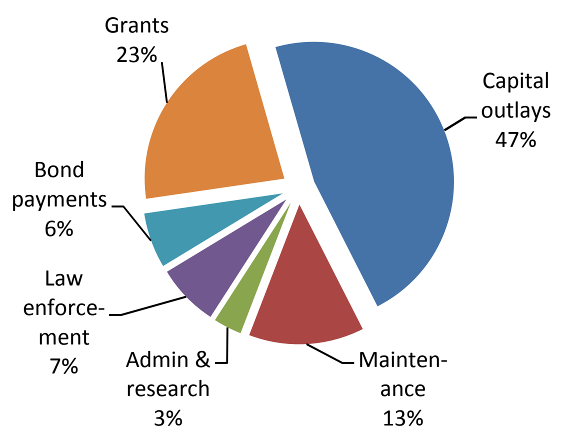
- Population: 5,828,289 (ranked 19th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 9% (2000 to 2010)
  - ↑ 13% (2010 to 2020)
- Housing starts: ↓ 2% 2008 to 2012
- Total starts per thousand population: Maryland is forecasted to rank 29th in 2012 (1.8 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Massachusetts

Contract Awards and Market Activity

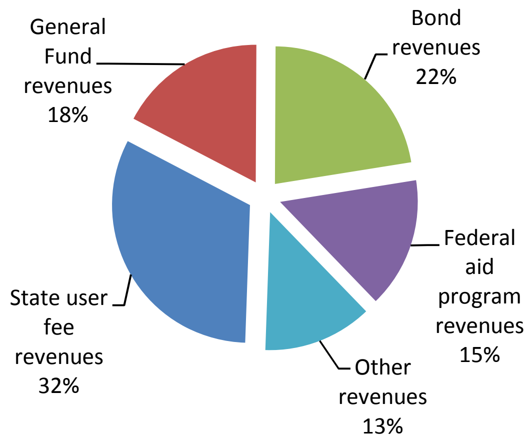
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↓	1.4%
Bridges	↓	↓	2.7%
Freight, Subway & Light Rail	↑	↑	3.4%
Port and Waterway	↑	↔	0.9%
Airport Runways	↓	↓	1.7%

Long Run Demographic Drivers

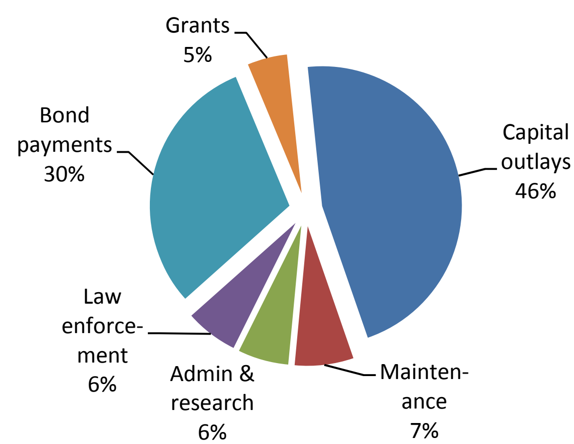
- Population: 6,587,536 (ranked 14th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 3% (2000 to 2010)
  - ↑ 5% (2010 to 2020)
- Housing starts: ↓ 7% 2008 to 2012
- Total starts per thousand population: Massachusetts is forecasted to rank 45th in 2012 (1.1 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

---

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Michigan

Contract Awards and Market Activity

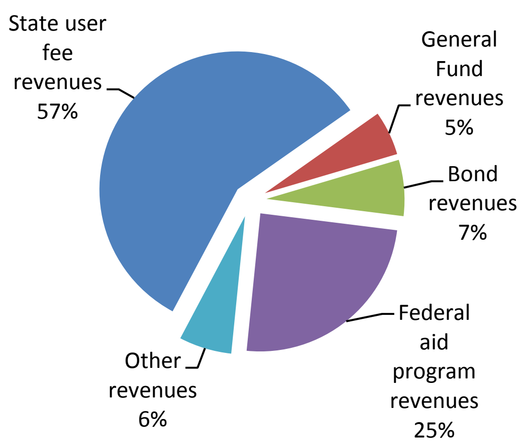
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	2.0%
Bridges	↓	↓	1.1%
Freight, Subway & Light Rail	↓	↓	0.1%
Port and Waterway	↓	↓	0.2%
Airport Runways	↑	↑	4.0%

Long Run Demographic Drivers

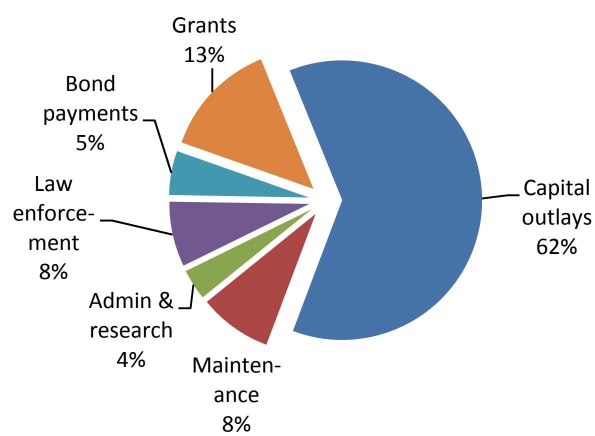
- Population: 9,876,187 (ranked 8th nationally)
  - ↓ <0.5% (2010 to 2011)
  - ↓ 1% (2000 to 2010)
  - ↑ 8% (2010 to 2020)
- Housing starts: ↑ 14% 2008 to 2012
- Total starts per thousand population: Michigan is forecasted to rank 48th in 2012 (1 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Minnesota

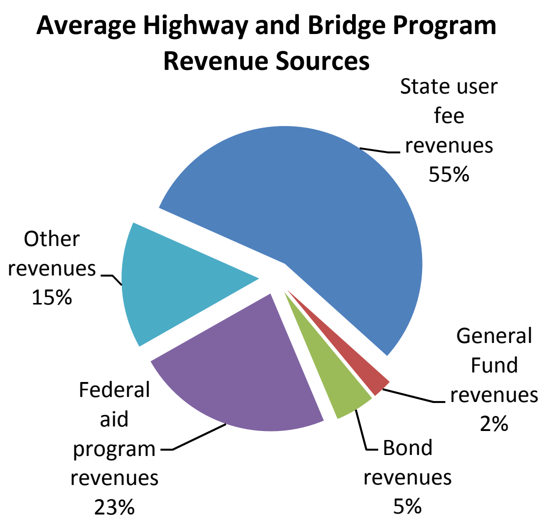
Contract Awards and Market Activity

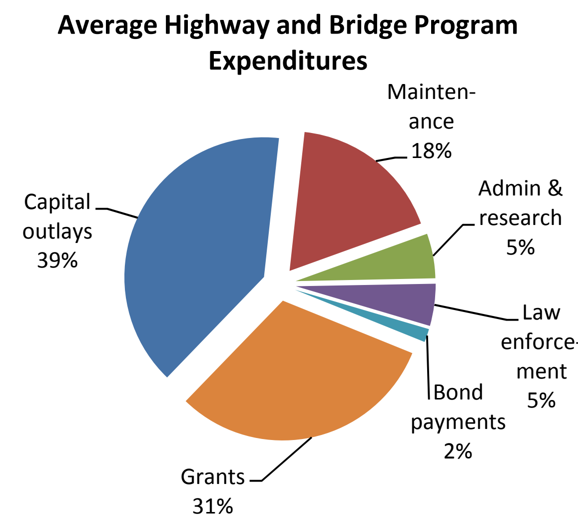
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	3.1%
Bridges	↓	↓	1.5%
Freight, Subway & Light Rail	↓	↓	0.8%
Port and Waterway	↓	↓	<0.1%
Airport Runways	↔	↓	1.2%

Long Run Demographic Drivers

- Population: 5,344,861 (ranked 21st nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 8% (2000 to 2010)
  - ↑ 11% (2010 to 2020)
- Housing starts: ↔ % 2008 to 2012
- Total starts per thousand population: Minnesota is forecasted to rank 36th in 2012 (1.7 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Mississippi

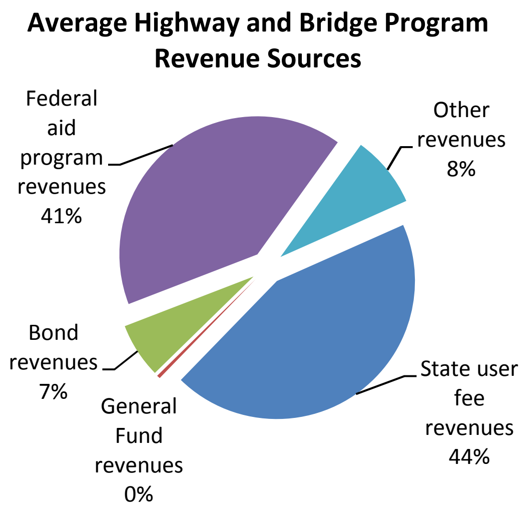
Contract Awards and Market Activity

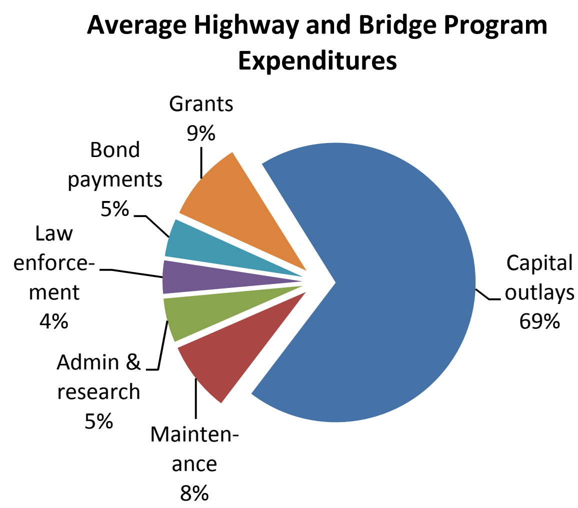
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.4%
Bridges	↓	↓	0.7%
Freight, Subway & Light Rail	↓	↓	<0.1%
Port and Waterway	↑	↑	3.8%
Airport Runways	↑	↑	2.6%

Long Run Demographic Drivers

- Population: 2,978,512 (ranked 31st nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 4% (2000 to 2010)
  - ↑ 3% (2010 to 2020)
- Housing starts: ↓ 57% 2008 to 2012
- Total starts per thousand population: Mississippi is forecasted to rank 38th in 2012 (1.6 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

Missouri

Contract Awards and Market Activity

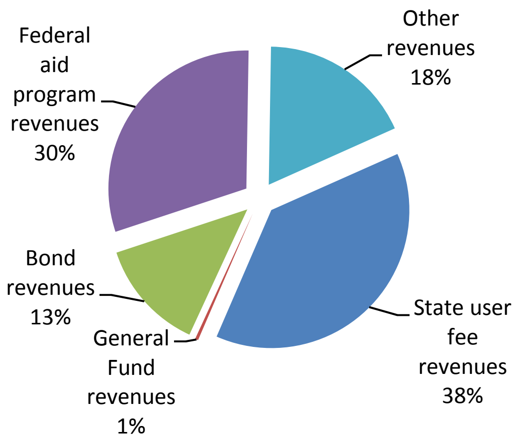
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↔	↓	1.6%
Bridges	↑	↓	2.0%
Freight, Subway & Light Rail	↑	↑	0.2%
Port and Waterway	↓	↓	0.1%
Airport Runways	↓	↓	1.4%

Long Run Demographic Drivers

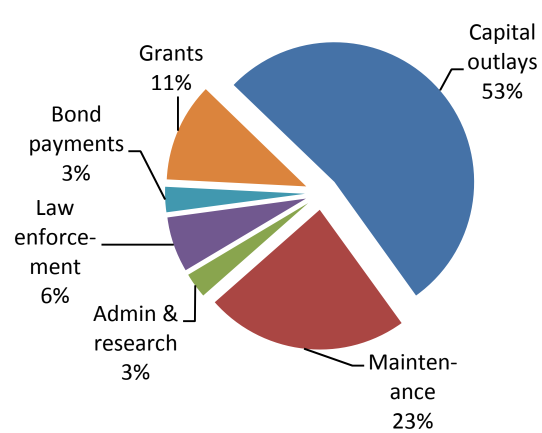
- Population: 6,010,688 (ranked 18th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 7% (2000 to 2010)
  - ↑ 4% (2010 to 2020)
- Housing starts: ↓ 17% 2008 to 2012
- Total starts per thousand population: Missouri is forecasted to rank 39th in 2012 (1.6 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Montana

Contract Awards and Market Activity

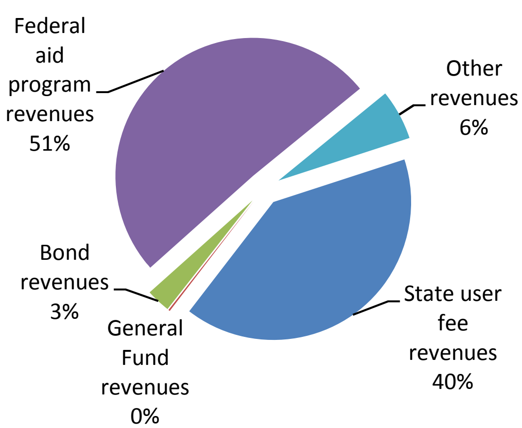
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	0.6%
Bridges	↓	↓	0.4%
Freight, Subway & Light Rail	↓	↑	<0.1%
Port and Waterway	↑	↓	<0.1%
Airport Runways	↑	↓	0.3%

Long Run Demographic Drivers

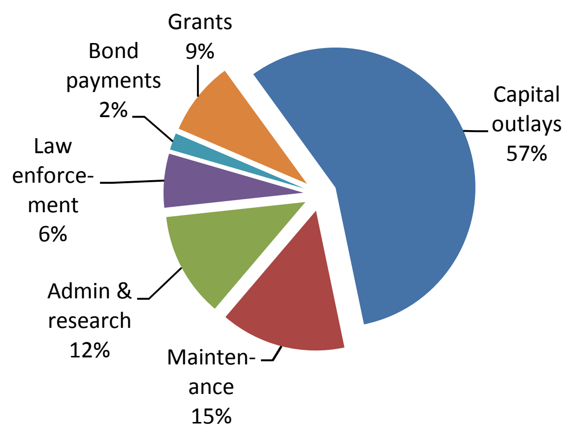
- Population: 998,199 (ranked 44th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 10% (2000 to 2010)
  - ↑ 3% (2010 to 2020)
- Housing starts: ↓ 23% 2008 to 2012
- Total starts per thousand population: Montana is forecasted to rank 31st in 2012 (1.8 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

Nebraska

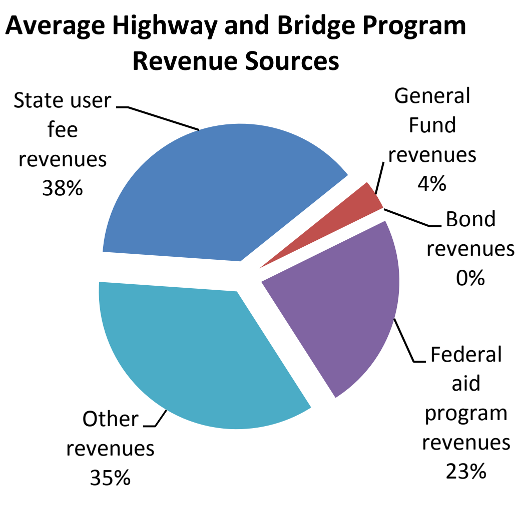
Contract Awards and Market Activity

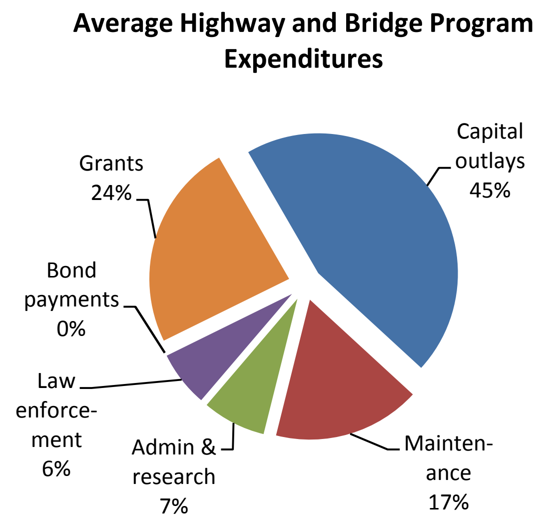
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↔	0.9%
Bridges	↓	↑	0.5%
Freight, Subway & Light Rail	↑	↓	<0.1%
Port and Waterway	↑	↓	<0.1%
Airport Runways	↓	↓	0.9%

Long Run Demographic Drivers

- Population: 1,842,641 (ranked 38th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 7% (2000 to 2010)
  - ↓ 1% (2010 to 2020)
- Housing starts: ↓ 13% 2008 to 2012
- Total starts per thousand population: Nebraska is forecasted to rank 11th in 2012 (2.8 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Nevada

Contract Awards and Market Activity

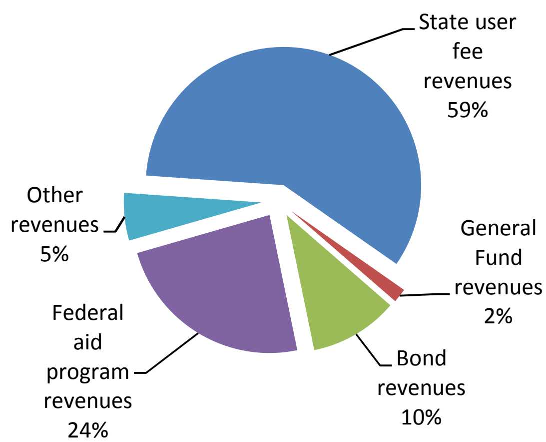
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.1%
Bridges	↓	↓	0.5%
Freight, Subway & Light Rail	↔	↑	0.1%
Port and Waterway	↑	↑	0.3%
Airport Runways	↓	↓	1.5%

Long Run Demographic Drivers

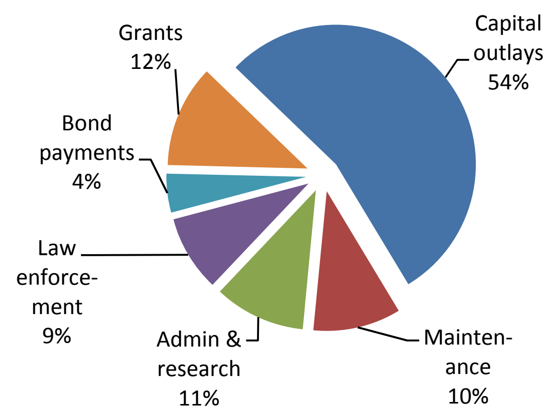
- Population: 2,723,322 (ranked 35th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 35% (2000 to 2010)
  - ↑ 28% (2010 to 2020)
- Housing starts: ↓ 50% 2008 to 2012
- Total starts per thousand population: Nevada is forecasted to rank 15th in 2012 (2.4 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

New Hampshire

Contract Awards and Market Activity

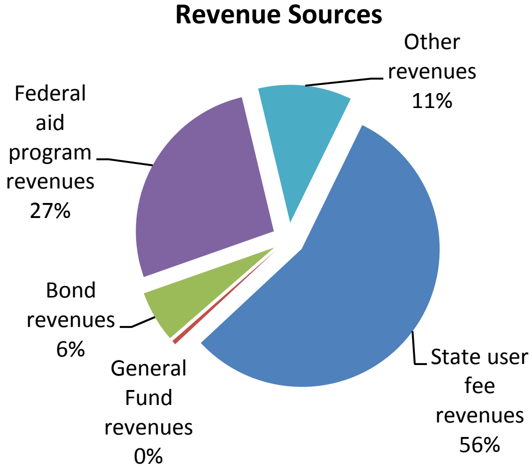
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↔	0.5%
Bridges	↑	↔	0.6%
Freight, Subway & Light Rail	↑	↑	0.1%
Port and Waterway	↑	↑	1.7%
Airport Runways	↑	↑	0.2%

Long Run Demographic Drivers

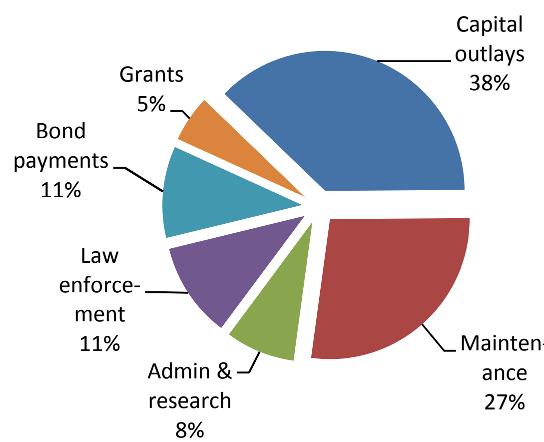
- Population: 1,318,194 (ranked 42nd nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 6% (2000 to 2010)
  - ↑ 16% (2010 to 2020)
- Housing starts: ↓ 21% 2008 to 2012
- Total starts per thousand population: New Hampshire is forecasted to rank 33rd in 2012 (1.7 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

New Jersey

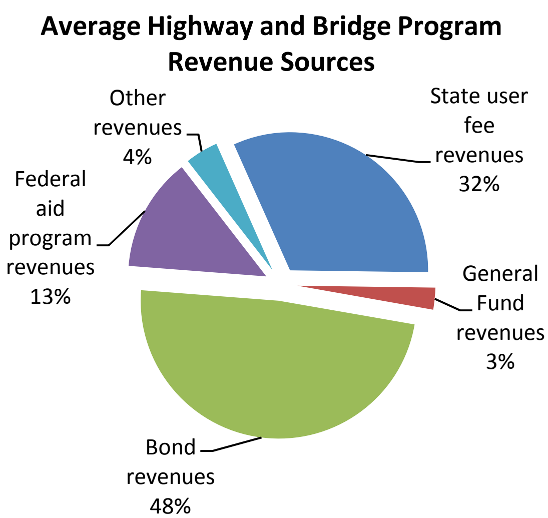
Contract Awards and Market Activity

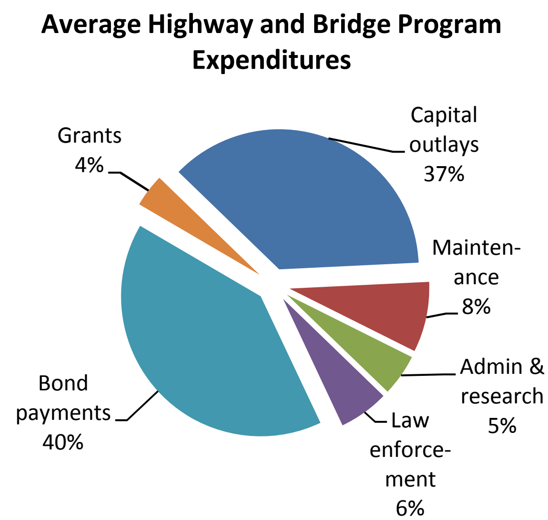
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	3.2%
Bridges	↓	↓	4.3%
Freight, Subway & Light Rail	↓	↓	<0.1%
Port and Waterway	↓	↓	1.0%
Airport Runways	↑	↑	1.8%

Long Run Demographic Drivers

- Population: 8,821,155 (ranked 11th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 4% (2000 to 2010)
  - ↑ 8% (2010 to 2020)
- Housing starts: ↓ 21% 2008 to 2012
- Total starts per thousand population: New Jersey is forecasted to rank 40th in 2012 (1.5 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

New Mexico

Contract Awards and Market Activity

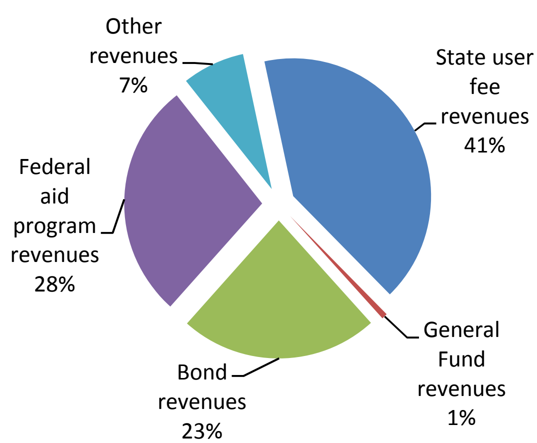
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↓	0.9%
Bridges	↔	↓	0.3%
Freight, Subway & Light Rail	↔	↓	0.0%
Port and Waterway	↑	↑	0.3%
Airport Runways	↓	↓	0.9%

Long Run Demographic Drivers

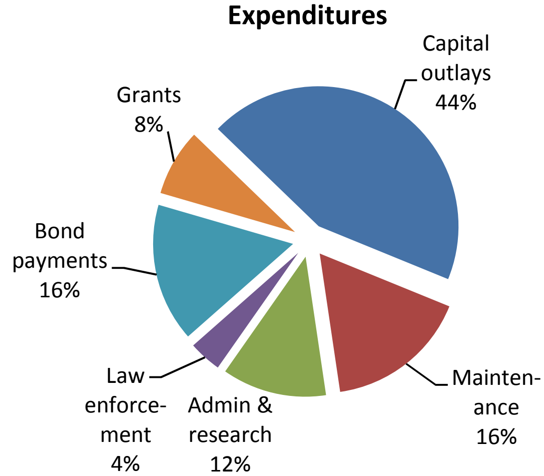
- Population: 2,082,224 (ranked 36th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 13% (2000 to 2010)
  - ↑ 1% (2010 to 2020)
- Housing starts: ↓ 26% 2008 to 2012
- Total starts per thousand population: New Mexico is forecasted to rank 27th in 2012 (1.9 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

New York

Contract Awards and Market Activity

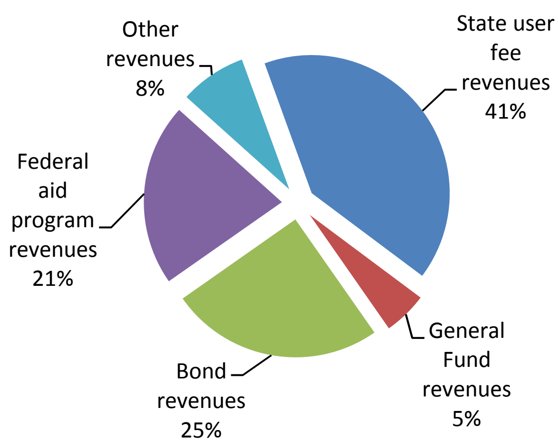
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↓	3.2%
Bridges	↑	↓	6.4%
Freight, Subway & Light Rail	↑	↔	15.9%
Port and Waterway	↑	↑	5.9%
Airport Runways	↑	↓	4.5%

Long Run Demographic Drivers

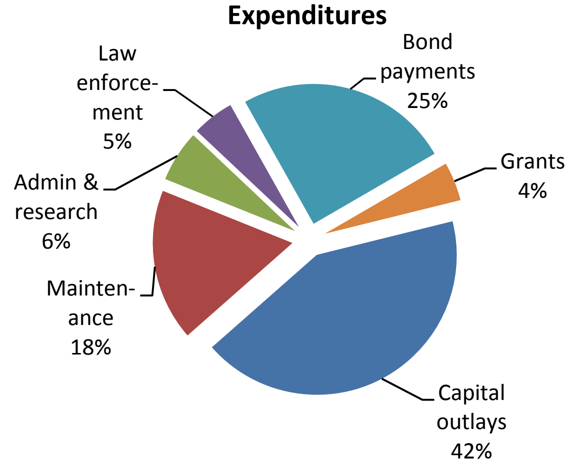
- Population: 19,465,197 (ranked 3rd nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 2% (2000 to 2010)
  - ↑ 1% (2010 to 2020)
- Housing starts: ↓ 51% 2008 to 2012
- Total starts per thousand population: New York is forecasted to rank 47th in 2012 (1.1 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

North Carolina

Contract Awards and Market Activity

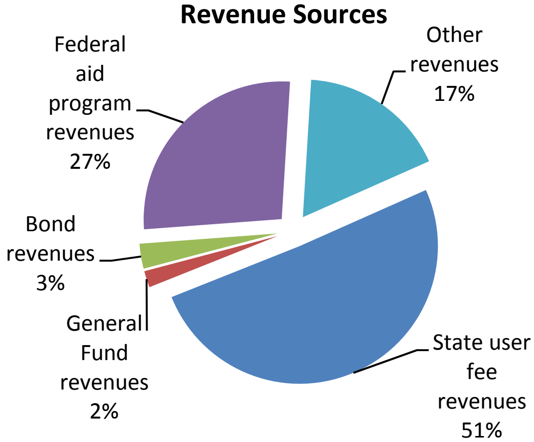
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↔	3.5%
Bridges	↑	↑	3.7%
Freight, Subway & Light Rail	↑	↓	0.4%
Port and Waterway	↑	↓	1.1%
Airport Runways	↑	↑	4.1%

Long Run Demographic Drivers

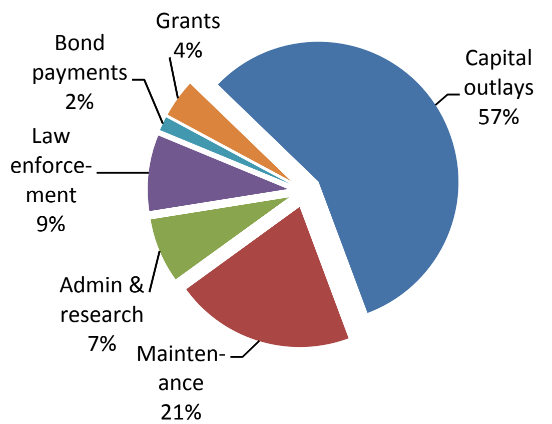
- Population: 9,656,401 (ranked 10th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 18% (2000 to 2010)
  - ↑ 12% (2010 to 2020)
- Housing starts: ↓ 30% 2008 to 2012
- Total starts per thousand population: North Carolina is forecasted to rank 4th in 2012 (3.4 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

North Dakota

Contract Awards and Market Activity

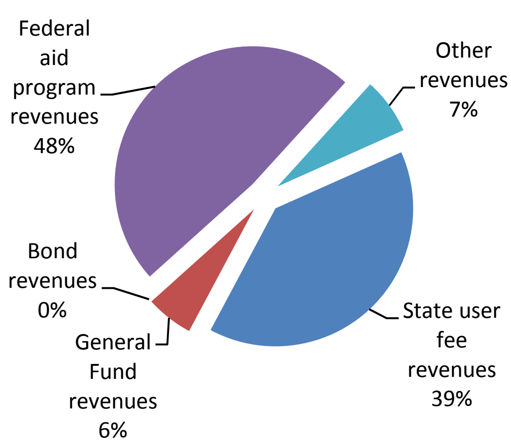
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↑	1.4%
Bridges	↑	↑	0.3%
Freight, Subway & Light Rail	↑	↓	0.1%
Port and Waterway	↓	↓	0.0%
Airport Runways	↑	↑	1.1%

Long Run Demographic Drivers

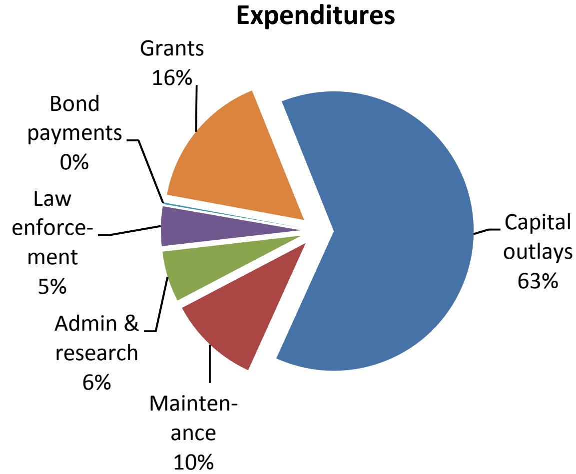
- Population: 683,932 (ranked 48th nationally)
  - ↑ 2% (2010 to 2011)
  - ↑ 5% (2000 to 2010)
  - ↓ 6% (2010 to 2020)
- Housing starts: ↑ 14% 2008 to 2012
- Total starts per thousand population: North Dakota is forecasted to rank 1st in 2012 (6.3 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Ohio

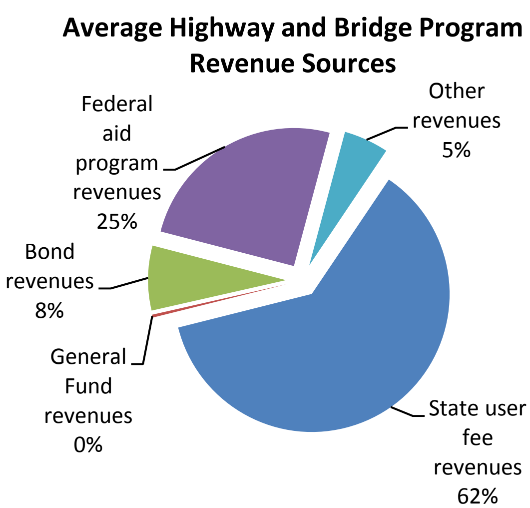
Contract Awards and Market Activity

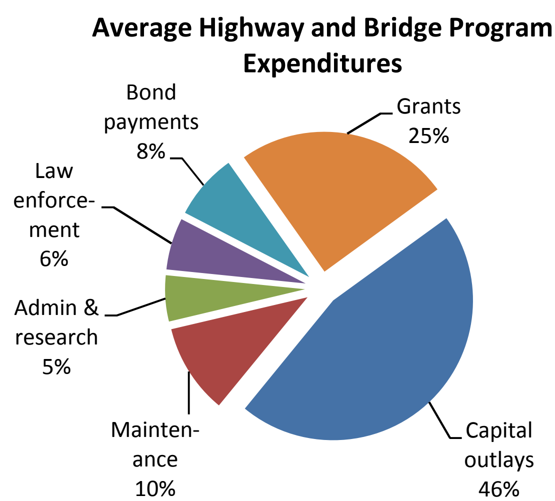
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	3.8%
Bridges	↓	↔	3.8%
Freight, Subway & Light Rail	↑	↓	0.3%
Port and Waterway	↓	↓	0.4%
Airport Runways	↓	↓	1.1%

Long Run Demographic Drivers

- Population: 11,544,951 (ranked 7th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 2% (2000 to 2010)
  - ↑ 1% (2010 to 2020)
- Housing starts: ↓ 20% 2008 to 2012
- Total starts per thousand population: Ohio is forecasted to rank 46th in 2012 (1.1 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

Oklahoma

Contract Awards and Market Activity

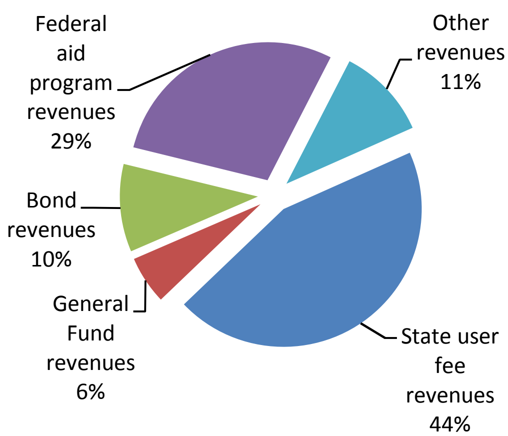
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.4%
Bridges	↑	↔	2.4%
Freight, Subway & Light Rail	↑	↑	0.1%
Port and Waterway	↓	↓	0.0%
Airport Runways	↑	↓	1.3%

Long Run Demographic Drivers

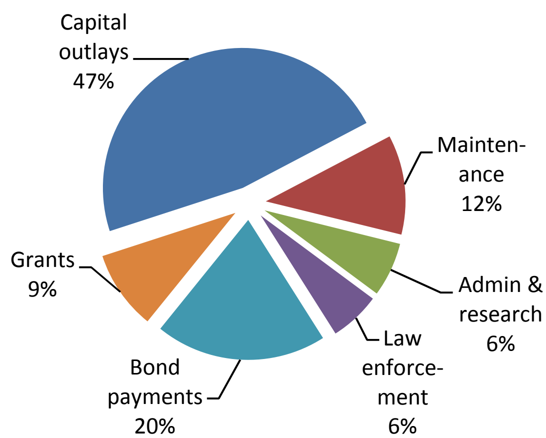
- Population: 3,791,508 (ranked 28th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 9% (2000 to 2010)
  - ↓ <0.5% (2010 to 2020)
- Housing starts: ↓ 20% 2008 to 2012
- Total starts per thousand population: Oklahoma is forecasted to rank 20th in 2012 (2.2 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Oregon

Contract Awards and Market Activity

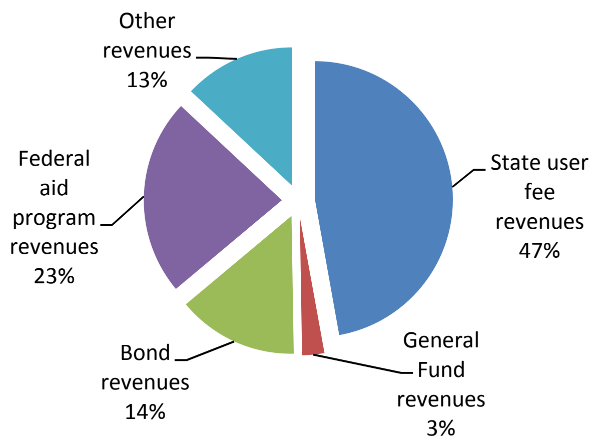
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↔	↓	0.9%
Bridges	↑	↑	2.8%
Freight, Subway & Light Rail	↑	↑	5.5%
Port and Waterway	↓	↓	1.0%
Airport Runways	↓	↓	2.4%

Long Run Demographic Drivers

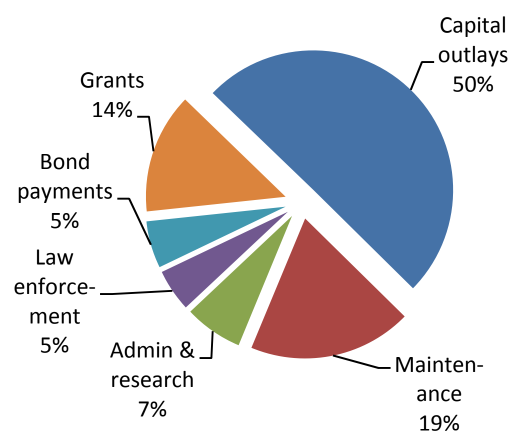
- Population: 3,871,859 (ranked 27th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 12% (2000 to 2010)
  - ↑ 11% (2010 to 2020)
- Housing starts: ↓ 29% 2008 to 2012
- Total starts per thousand population: Oregon is forecasted to rank 32nd in 2012 (1.8 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Pennsylvania

Contract Awards and Market Activity

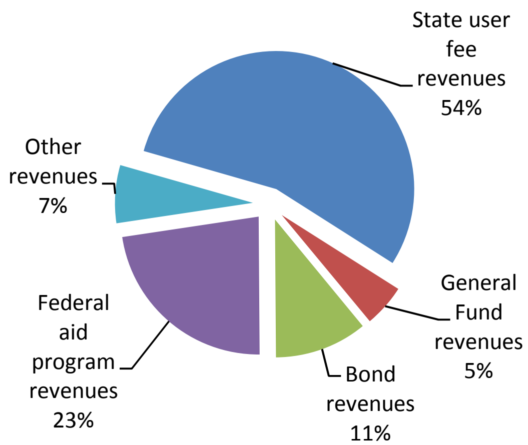
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	3.1%
Bridges	↓	↓	6.8%
Freight, Subway & Light Rail	↑	↑	4.2%
Port and Waterway	↓	↓	0.3%
Airport Runways	↑	↑	2.9%

Long Run Demographic Drivers

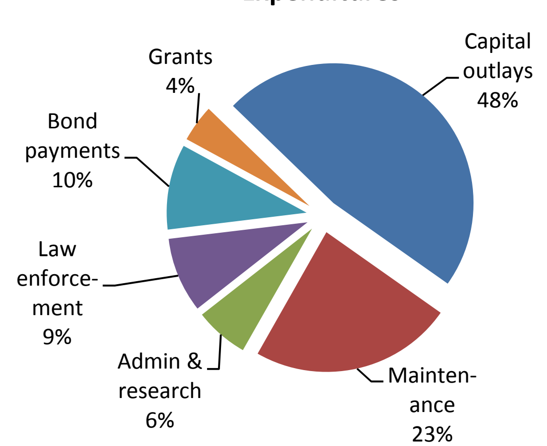
- Population: 12,742,886 (ranked 6th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 3% (2000 to 2010)
  - ↑ 1% (2010 to 2020)
- Housing starts: ↓ 25% 2008 to 2012
- Total starts per thousand population: Pennsylvania is forecasted to rank 41st in 2012 (1.3 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Rhode Island

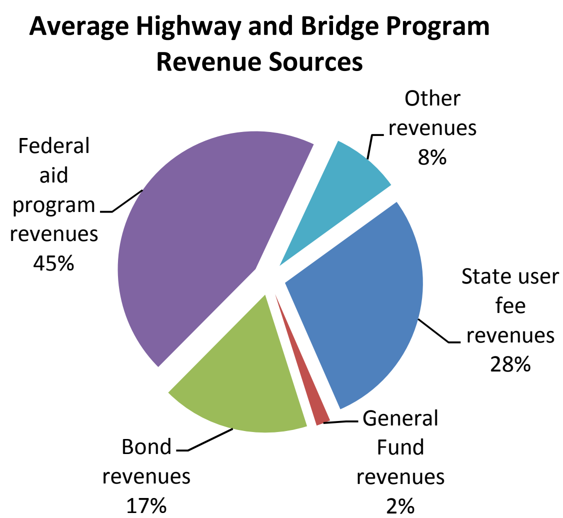
Contract Awards and Market Activity

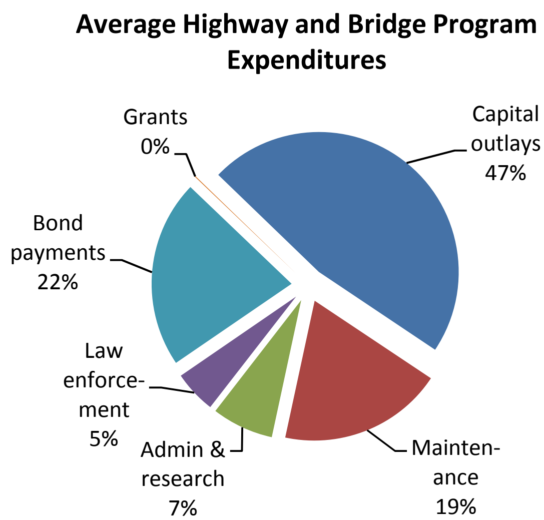
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↔	↓	0.2%
Bridges	↓	↓	0.2%
Freight, Subway & Light Rail	↔	↓	0.0%
Port and Waterway	↓	↓	0.1%
Airport Runways	↓	↓	0.0%

Long Run Demographic Drivers

- Population: 1,051,302 (ranked 43rd nationally)
  - ↓ <0.5% (2010 to 2011)
  - ↑ <0.5% (2000 to 2010)
  - ↑ 10% (2010 to 2020)
- Housing starts: ↓ 18% 2008 to 2012
- Total starts per thousand population: Rhode Island is forecasted to rank 51st in 2012 (0.7 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

South Carolina

Contract Awards and Market Activity

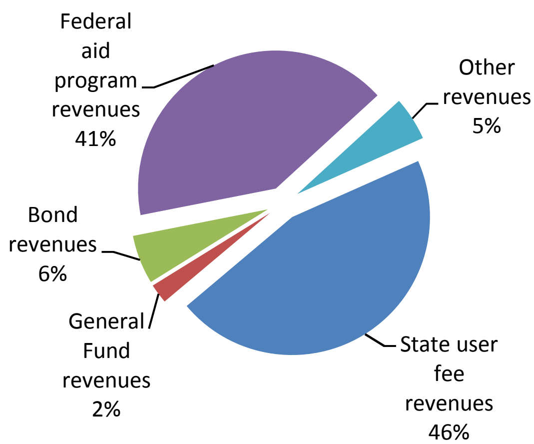
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	0.5%
Bridges	↓	↓	0.1%
Freight, Subway & Light Rail	↔	↓	0.0%
Port and Waterway	↓	↓	0.2%
Airport Runways	↓	↓	1.1%

Long Run Demographic Drivers

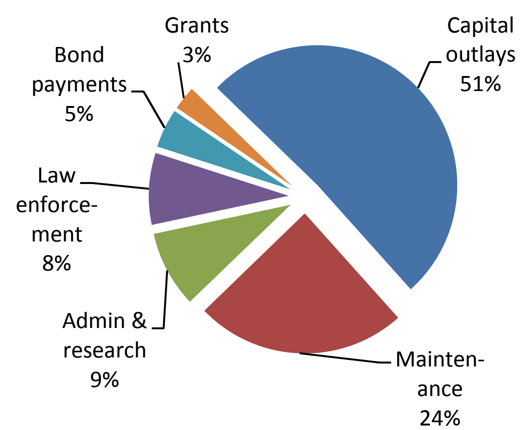
- Population: 4,679,230 (ranked 24th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 15% (2000 to 2010)
  - ↑ 4% (2010 to 2020)
- Housing starts: ↓ 36% 2008 to 2012
- Total starts per thousand population: South Carolina is forecasted to rank 9th in 2012 (3.1 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

South Dakota

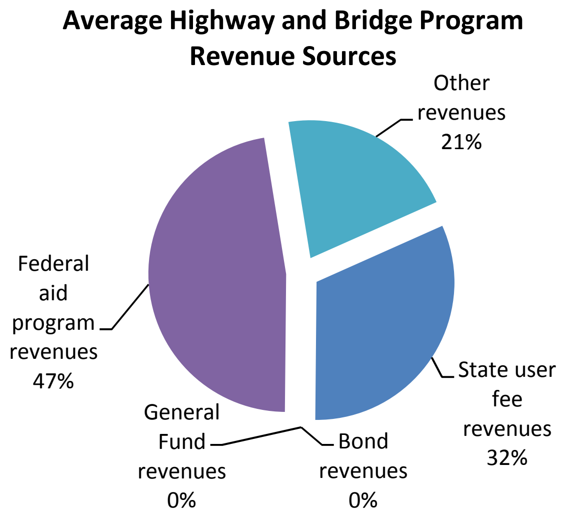
Contract Awards and Market Activity

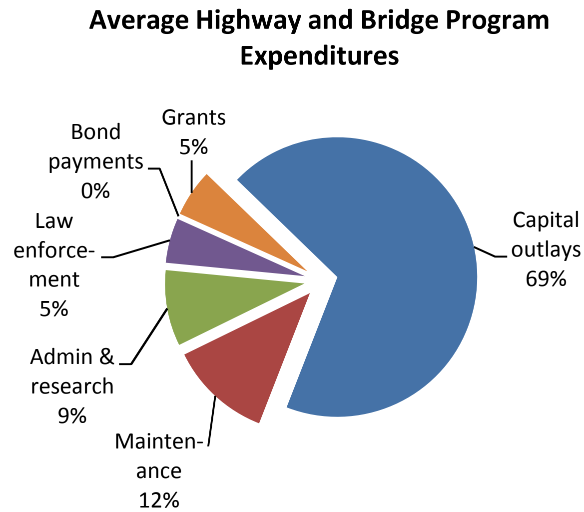
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	1.1%
Bridges	↑	↑	0.6%
Freight, Subway & Light Rail	↓	↓	<0.1%
Port and Waterway	↔	↓	0.0%
Airport Runways	↑	↑	1.4%

Long Run Demographic Drivers

- Population: 824,082 (ranked 46th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 8% (2000 to 2010)
  - ↓ 1% (2010 to 2020)
- Housing starts: ↓ 16% 2008 to 2012
- Total starts per thousand population: South Dakota is forecasted to rank 5th in 2012 (3.3 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Tennessee

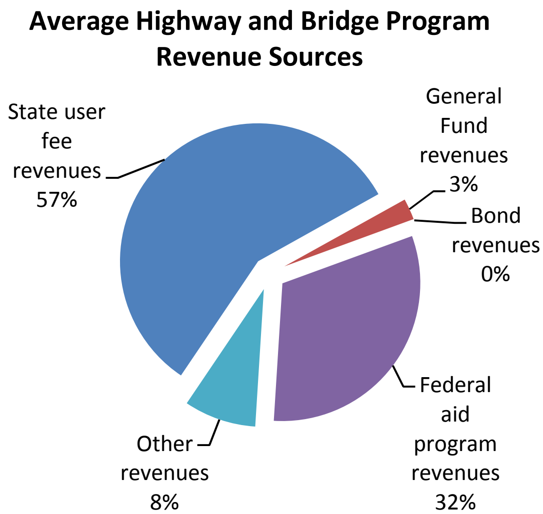
Contract Awards and Market Activity

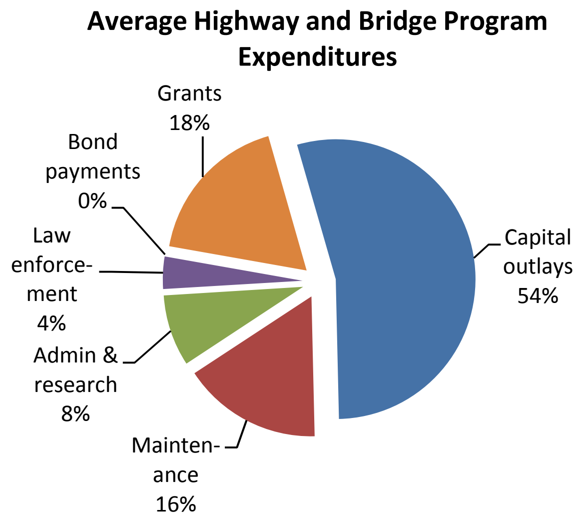
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	1.9%
Bridges	↓	↓	2.2%
Freight, Subway & Light Rail	↓	↓	0.1%
Port and Waterway	↔	↓	0.0%
Airport Runways	↑	↑	4.8%

Long Run Demographic Drivers

- Population: 6,403,353 (ranked 17th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 12% (2000 to 2010)
  - ↑ 7% (2010 to 2020)
- Housing starts: ↓ 31% 2008 to 2012
- Total starts per thousand population: Tennessee is forecasted to rank 18th in 2012 (2.2 per thousand).

Funding Trends





Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Texas

Contract Awards and Market Activity

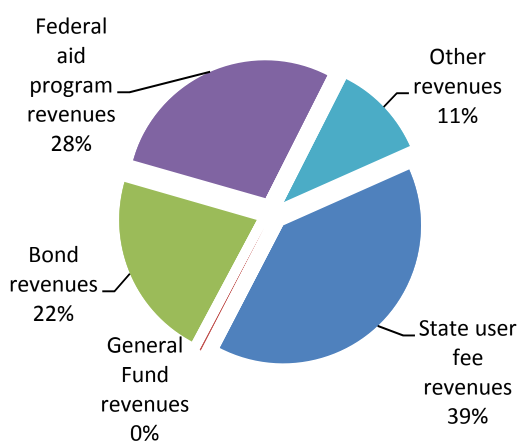
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	9.8%
Bridges	↓	↓	4.9%
Freight, Subway & Light Rail	↑	↓	3.6%
Port and Waterway	↑	↑	8.7%
Airport Runways	↓	↓	5.2%

Long Run Demographic Drivers

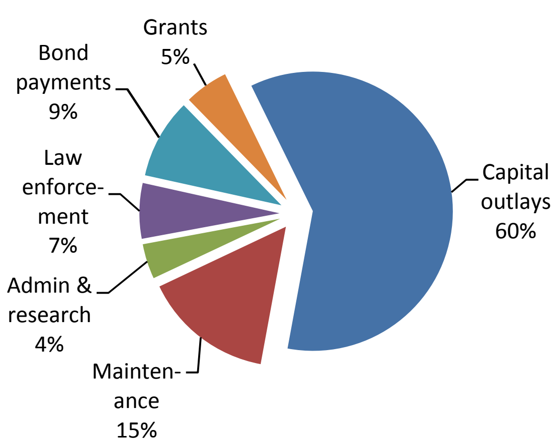
- Population: 25,674,681 (ranked 2nd nationally)
  - ↑ 2% (2010 to 2011)
  - ↑ 21% (2000 to 2010)
  - ↑ 14% (2010 to 2020)
- Housing starts: ↓ 17% 2008 to 2012
- Total starts per thousand population: Texas is forecasted to rank 2nd in 2012 (3.5 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

Utah

Contract Awards and Market Activity

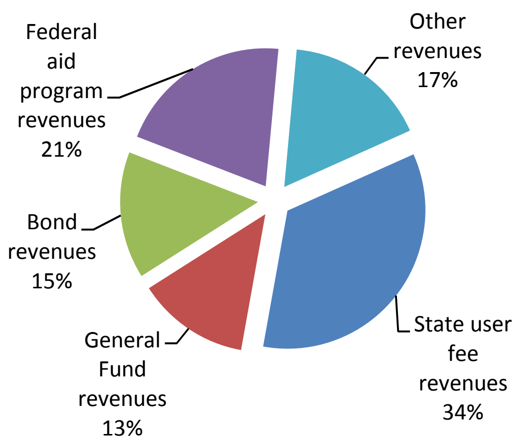
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.1%
Bridges	↓	↓	0.3%
Freight, Subway & Light Rail	↑	↓	0.6%
Port and Waterway	↑	↑	0.1%
Airport Runways	↓	↓	0.7%

Long Run Demographic Drivers

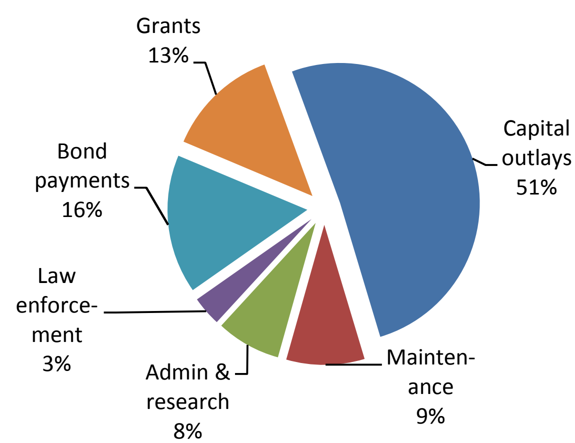
- Population: 2,817,222 (ranked 34th nationally)
  - ↑ 2% (2010 to 2011)
  - ↑ 24% (2000 to 2010)
  - ↑ 8% (2010 to 2020)
- Housing starts: ↓ 11% 2008 to 2012
- Total starts per thousand population: Utah is forecasted to rank 10th in 2012 (2.8 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Vermont

Contract Awards and Market Activity

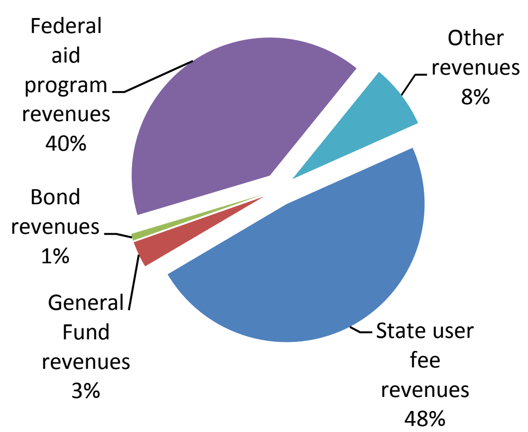
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↓	0.2%
Bridges	↑	↓	0.5%
Freight, Subway & Light Rail	↓	↓	<0.1%
Port and Waterway	n/a	n/a	0.0%
Airport Runways	↑	↓	0.1%

Long Run Demographic Drivers

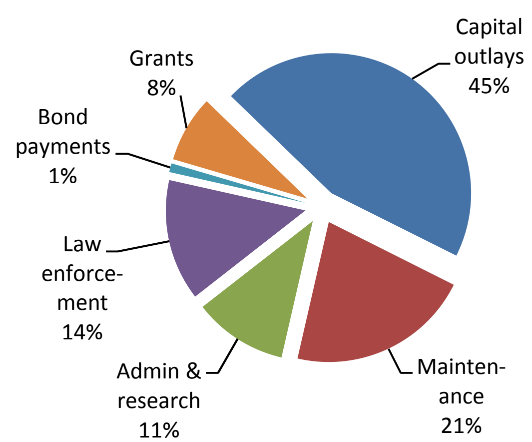
- Population: 626,431 (ranked 49th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 3% (2000 to 2010)
  - ↑ 10% (2010 to 2020)
- Housing starts: ↓ 22% 2008 to 2012
- Total starts per thousand population: Vermont is forecasted to rank 26th in 2012 (1.9 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Virginia

Contract Awards and Market Activity

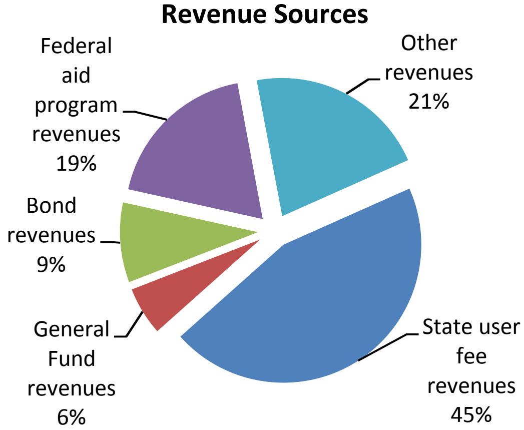
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↑	4.7%
Bridges	↓	↓	1.3%
Freight, Subway & Light Rail	↓	↓	0.1%
Port and Waterway	↑	↑	4.9%
Airport Runways	↓	↓	2.0%

Long Run Demographic Drivers

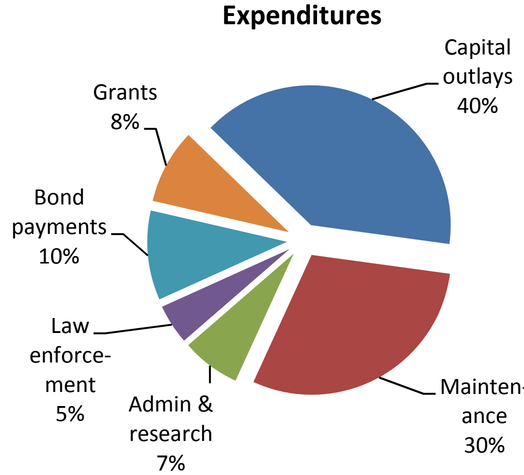
- Population: 8,096,604 (ranked 12th nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 13% (2000 to 2010)
  - ↑ 11% (2010 to 2020)
- Housing starts: ↓ 9% 2008 to 2012
- Total starts per thousand population: Virginia is forecasted to rank 14th in 2012 (2.6 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

Washington

Contract Awards and Market Activity

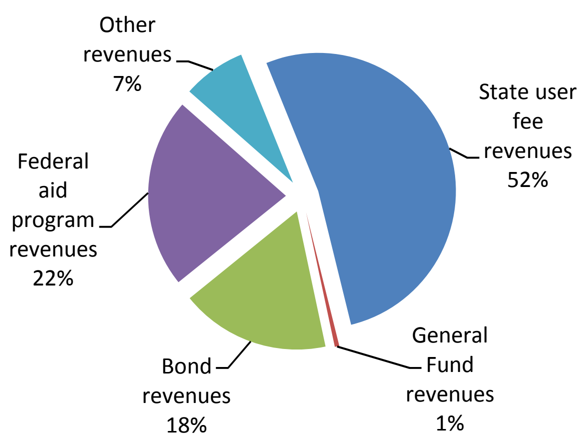
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	1.6%
Bridges	↓	↑	6.6%
Freight, Subway & Light Rail	↑	↓	1.8%
Port and Waterway	↑	↑	30.4%
Airport Runways	↓	↓	1.2%

Long Run Demographic Drivers

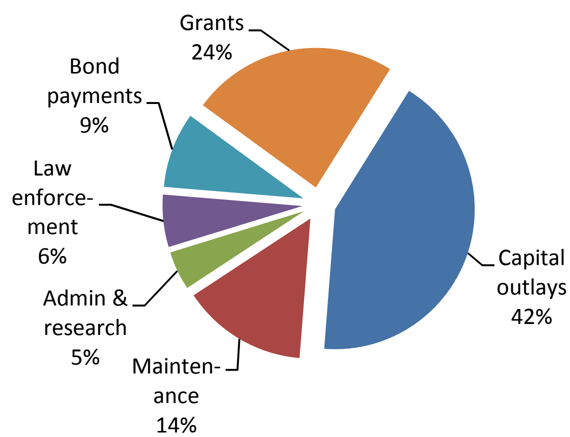
- Population: 6,830,038 (ranked 13th nationally)
  - ↑ 2% (2010 to 2011)
  - ↑ 14% (2000 to 2010)
  - ↑ 11% (2010 to 2020)
- Housing starts: ↓ 17% 2008 to 2012
- Total starts per thousand population: Washington is forecasted to rank 7th in 2012 (3.3 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

West Virginia

Contract Awards and Market Activity

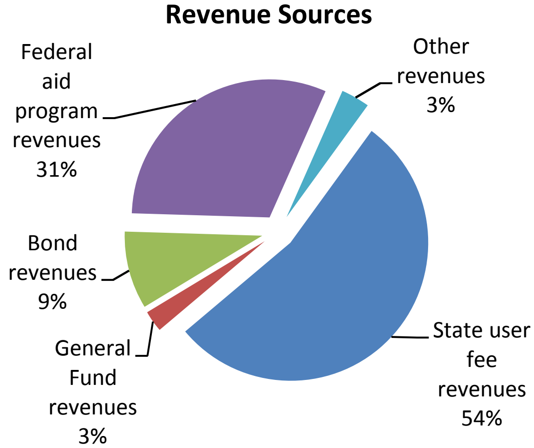
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↓	0.8%
Bridges	↓	↑	0.9%
Freight, Subway & Light Rail	↓	↓	<0.1%
Port and Waterway	↔	↓	<0.1%
Airport Runways	↓	↓	0.2%

Long Run Demographic Drivers

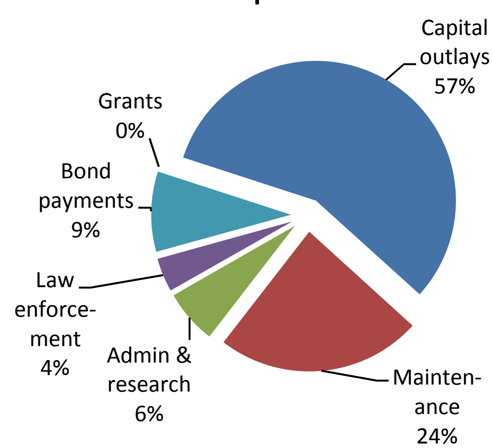
- Population: 1,855,364 (ranked 37th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 2% (2000 to 2010)
  - ↓ 3% (2010 to 2020)
- Housing starts: ↓ 43% 2008 to 2012
- Total starts per thousand population: West Virginia is forecasted to rank 43rd in 2012 (1.2 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

Wisconsin

Contract Awards and Market Activity

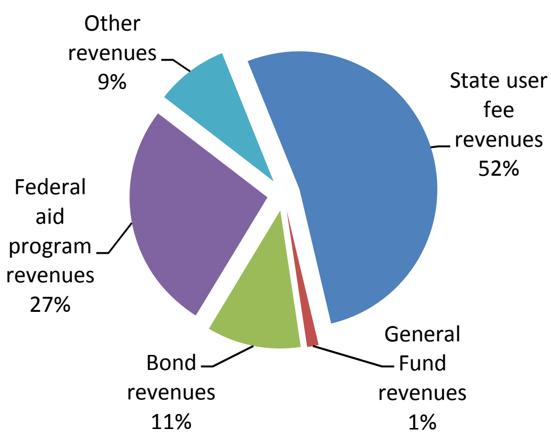
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↓	↓	2.6%
Bridges	↑	↓	1.5%
Freight, Subway & Light Rail	↓	↓	<0.1%
Port and Waterway	↑	↔	0.4%
Airport Runways	↑	↔	1.5%

Long Run Demographic Drivers

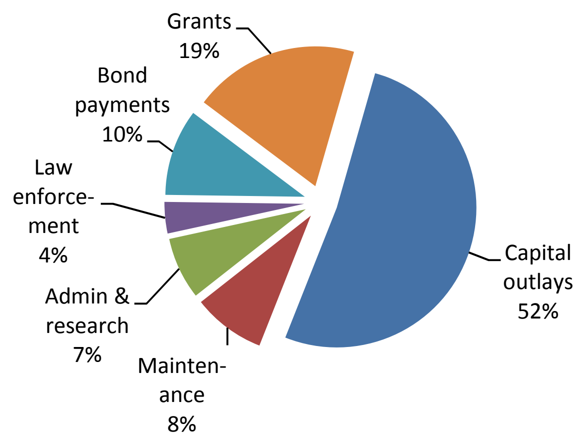
- Population: 5,711,767 (ranked 20th nationally)
  - ↑ <0.5% (2010 to 2011)
  - ↑ 6% (2000 to 2010)
  - ↑ 6% (2010 to 2020)
- Housing starts: ↓ 19% 2008 to 2012
- Total starts per thousand population: Wisconsin is forecasted to rank 22nd in 2012 (2 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.

ARTBA 2013 Transportation Construction Market Outlook:

Wyoming

Contract Awards and Market Activity

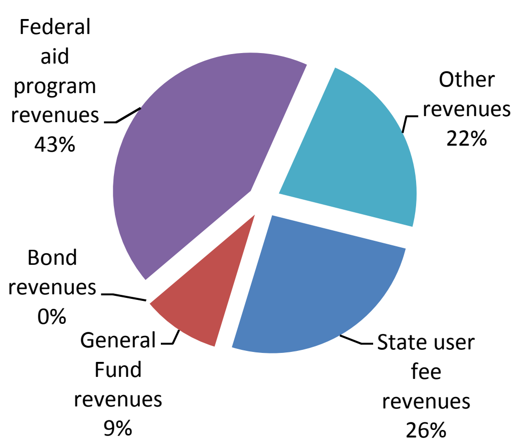
Mode	2013 state and local investment outlook compared to 2012[1]	2013 outlook compared to 2009-2011 average	Activity as % of national market
Highways	↑	↓	0.7%
Bridges	↑	↑	0.3%
Freight, Subway & Light Rail	↓	↓	0.0%
Port and Waterway	↑	↑	<0.1%
Airport Runways	↑	↑	0.8%

Long Run Demographic Drivers

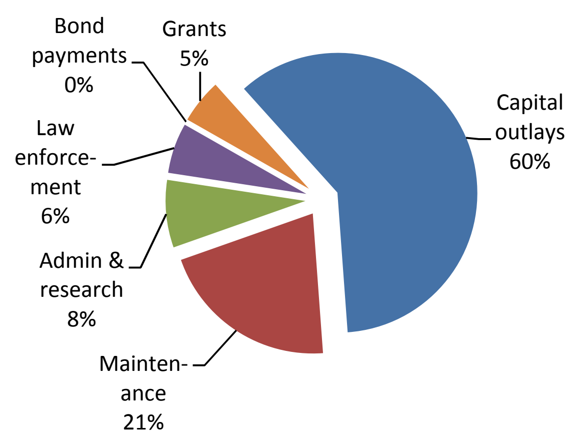
- Population: 568,158 (ranked 51st nationally)
  - ↑ 1% (2010 to 2011)
  - ↑ 14% (2000 to 2010)
  - ↓ 6% (2010 to 2020)
- Housing starts: ↓ 25% 2008 to 2012
- Total starts per thousand population: Wyoming is forecasted to rank 3rd in 2012 (3.4 per thousand).

Funding Trends

Average Highway and Bridge Program Revenue Sources



Average Highway and Bridge Program Expenditures



Source: Average for 1999 to 2008, Federal Highway Administration

[1] The outlook for 2013 is based on changes in the real value of state and local government contract awards for each mode, a leading indicator of market activity. It does not include private investment, which may be substantial for some modes. Nominal data is provided by McGraw Hill and weighted with the ARTBA Price Index to account for project costs. Annual awards are for the most recent 12-month rolling totals, through October 2012. Finally, readers are advised that this does not include additional market activity that may be planned; it is a reflection of awards to date. More detailed information, including job information, employment impacts of investment and five-year spending forecasts are available for purchase from the ARTBA Economics and Research team.