

# Railways (and Roadways) to Trust<sup>\*</sup>

Anastasia Litina<sup>†, †</sup>

Georgios Tsiachtsiras<sup>‡</sup>

May 23, 2019

## Abstract

Our research empirically explores the interplay between the level of infrastructure and inter-personal and political trust. We exploit cross regional variation during the period 1990-2016 in four main types of infrastructure, i.e., railways, electrified railways, motorways and other roads. Our results suggest that the extend of each network has a positive and statistically significant effect on interpersonal and political trust. Relying on an expanding literature we hypothesize that this effect operates directly via the degree of exposure to new people and ideas, as well as indirectly, via the effect of infrastructure on the structure of the economy.

---

<sup>\*</sup>We would like to thank the participants of the 5th International Conference, 2019, on Applied Theory, Macro and Empirical Finance at University of Macedonia.

<sup>†</sup>Litina: Department of Economics, University of Ioannina, University Campus, Ioannina 45110, Greece. Personal phone +30 265 100 5970, E-mail: alitina.uoi@gmail.com

<sup>‡</sup>Tsiachtsiras: PhD candidate, School of Economics, University of Barcelona, Barcelona 08034, Spain. Personal phone (+30)6980956826, E-mail: gtsiachtsiras@ub.edu

# 1 Introduction

As early as in 1972, the Nobel laureate Kenneth Arrow pointed out that "...virtually every commercial transaction has within itself an element of trust... it can be plausibly argued that much of the economic backwardness in the world can be explained by the lack of mutual confidence." Since then, an ever expanding literature emerged that studies all aspects of trust, with a special focus on its determinants. While various historical or contemporary determinants have been advanced, the role of infrastructure in building societal infrastructure has not been studied and empirically identified.

Our research empirically explores the interplay between the level of infrastructure and inter-personal and political trust. We exploit cross regional variation during the period 1990-2018 in four main types of infrastructure, i.e., railways, electrified railways, motorways and other roads. Our results suggest that the extend of each network has a positive and statistically significant effect on interpersonal and political trust. Relying on an expanding literature we hypothesize that this effect operates directly via the degree of exposure to new people and ideas, as well as indirectly, via the effect of infrastructure on the structure of the economy. We use historical infrastructure data and international immigrant analysis as a natural experiment to tackle the potential endogeneity problem. Our results are robust even when we include additional control variables.

The results of our paper have several implications for the policy makers. Infrastructure fosters trust and makes the citizens more open to new people and new ideas. It enhances social proximity and face-to-face interactions Boschma (2005). Face-to-face interactions facilitate the communication and the establishment of new collaborators (Crescenzi et al., 2018). This fact could lead to knowledge spillovers and to cause a systematic reduction in the regional disparities between cities and places that left behind (Rodríguez-Pose, 2018).

The rest of the paper is organized as follows. The second chapter includes the literature review. The third chapter contains the data and the empirical strategy. The fourth chapter reports the results. The fifth chapter discusses the mechanism. Finally, the last chapter concludes.

# 2 Literature

Our research is at the cross road of two main strands of literature. First, the literature that explores the determinants of interpersonal and political trust. There is a wide literature that studies the determinants of trust (Dohmen et al., 2012; Becker et al., 2016; Nunn and Wantchekon, 2011) and highlights it as an

inseparable element of the modern economic systems (Zak and Knack, 2001). We augment this literature by highlighting a novel determinant of trust, i.e., regional infrastructure that facilitates the movement of people and ideas.

Second, it contributes to the literature that studies the overall impact of transportation technologies on current and past economic outcomes. Notable examples are airplanes (Feyrer, 2009; Campante and Yanagizawa-Drott, 2018), highways (Baum-Snow et al., 2018; Duranton and Turner, 2011; Faber, 2014), railroads (Donaldson and Hornbeck, 2016; Donaldson, 2018; Yamasaki, 2017), as well as steamships (Pascali, 2017).

From a historical perspective, Andersson et al. (2018) and Perlman (2017) finds that network access fosters innovative activity in nineteenth century. Krisztián Nagy (2016) reports that railroads boost the growth of US cities while Donaldson and Hornbeck (2016) states that they were meaningful for the development of the agricultural sector in USA in 1890. Santamaria (2018) studies the reallocation of road investments after the division of Germany. Buckwalter (2018) finds no effect of rail access between 1884 and 1892 on population densities in French Algeria

Similar results are reported with respect to current economic outcomes. Hiroyasu et al. (2017) and Gao and Zheng (2018) find that the opening of the high speed rail in Tokyo and China is responsible for an increase in innovativeness. In line with these results, Dong et al. (2018) uses publications and reports that bullet train enhances the quantity and the quality of co-authored papers. According to Heuermann and Schmieder (2019) bullet trains reduces travel time and increases the number of commuters between regions. This fact leads to a matching between the workers from small cities and jobs in large cities and the workers do not change their place of residence. Agrawal et al. (2017) argues that the stock of highways has a positive effect on patenting in metropolitan statistical areas of USA. Égert et al. (2009) finds that the contributions of infrastructure to long-run growth is not homogenous across countries and that the expansion of infrastructure depends on capital expenditure while Bougheas et al. (2000) reports an inverted U-shaped relation between infrastructure and the rate of economic growth across countries. Baum-Snow et al. (2018) find that on average, roads that improve access to local markets have small or negative effects on prefecture economic activity and population. Büchel and Kyburz (2018) indicates that that being connected to the railway network increased a municipality's annual population growth rate. There are recent evidence demonstrating that air connectivity accelerates the movement of capital and enhances economic development but increases also the inequality locally (Campante and Yanagizawa-Drott, 2018). In addition, it increases the collaborations Catalini et al. (2018) and patent activity (Wong, 2019).

Our paper extends both literatures to a novel direction, i.e., we identify a novel determinant of trust at-

titudes, i.e., we highlight the role of infrastructure and we extend the literature that studies infrastructure as a determinant of the economy on the effect of infrastructure on social outcomes.

In sociology there is reference to the social implications of infrastructure. Graham and Marvin (2001) highlight the role of public infrastructures and new technologies in facilitating the mobility of people, goods, and utilities when old forms decay. The ongoing life of these structures and networks themselves is argued to have created new social collectivities (Larkin, 2008). Ethnographic research sheds light on the formation of citizenship through infrastructure (Anand, 2011).

To our knowledge the only economics paper that studies social outcomes is the paper of Melander (2018) who established that reductions in interaction costs shaped the diffusion of social movements, during the period 1881-1910 in Sweden. Our analysis contributes significantly to this research question as it concerns contemporary outcomes in a wide set of European regions and focus on a wide range of trust attitudes, i.e., on interpersonal and political trust.

### **3 Data and Empirical Strategy**

In this section we present the data and discuss our estimation and identification strategy.

#### **3.1 Data**

##### **3.1.1 Infrastructure Data**

We extract the data for infrastructure from the Statistical Office of the European Union (from now on Eurostat). Eurostat provides us regional transport statistics and more specifically the rail and road network by NUTS 1 regions. We use four measures of infrastructure in our analysis: Railroads, Electrified Railroads, Motorways and Other Roads<sup>1</sup>. The transport infrastructure data on the length of motorways and other roads and the length of the railway network is expressed in kilometres. The rail (motorway) network includes all the railways (motorways) in a given area (Eurostat, 2009). As far as electrified railway is concerned in the vast majority of cases it replaces old existing railways, which explains the drop in km's of railways and the simultaneous expansion of electrified railways (see Figure 1).

---

<sup>1</sup>Road outside the boundaries of a built-up area, which is an area with entries and exits sign-posted as such (Eurostat, 2009)

Figures 1, 2 and 3 illustrate the evolution of infrastructure over time and the mean levels of infrastructure across regions and hint to two things. First, Figure 1 shows that even though the rail network has long been developed in most of the European countries, there is still important variation in the number of km over time, suggesting that it is still significantly expanding across regions over time. We can thus infer that there is still sufficient variation in the evolution of infrastructure thus leaving room for conferring a significant effect on trust outcomes even in the contemporary period (2000-2016). Second, we show that there is significant variation across regions, which is the type variation that we exploit (see Figures 2 and 3).

### 3.1.2 Trust Data

The analysis employs data from eight waves of the European Social Survey (2002-2018), a repeated cross section survey conducted in a number of European countries. The ESS is a cross-national survey that quantifies the attitudes, beliefs and behavioral patterns of citizens in 34 European countries. In particular the ESS sample comprises individuals who currently reside in Albania, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Germany, Finland, France, Greece, Hungary, Iceland, Ireland, Israel, Italy, Kosovo, Lithuania, Luxembourg, the Netherlands, Norway, Poland, Portugal, Russia, Sweden, Slovenia, Slovakia, Spain, Switzerland, Turkey, United Kingdom and Ukraine.

We use six alternative dependent variables, i.e., trust in i) other people; ii) parliament; iii) police; iv) politicians; v) political parties, and vi) legal system. Respondents are given the question "Using this card, please tell me on a score of 0-10 how much you personally trust i) other people ii) each of the institutions I read out. 0 means you do not trust other people/an institution[parliament; police; politicians; political parties; legal system] at all, and 10 means you have complete trust.

The ESS also provides information about the respondent such as, their age, their gender, and their highest level of education achieved.

Additional regional level controls include regional GDP per capita derived by Eurostat and OECD.

Our analysis is carried out at the NUTS 1 level. We restrict our sample from 2000 to 2016. We have two reasons to restrict our sample. First, ESS first round starts at 2002 and we prefer our measures of infrastructure to be at the same time. Second, the series of the regional GDP per capita from Eurostat begins at 2000. We cite the full sample results as robustness tests in the Appendix. Finally, we end up with an unbalanced panel of 113 European regions from 32 countries at the NUTS 1 level. In the benchmark specification we exploit the regional dimension of our data, i.e., mean values of infrastructure at the NUTS 1 level.

## 3.2 Empirical Strategy

This section describes the empirical strategy to test our main hypothesis, i.e., the effect of measures of infrastructure on culture.

### 3.2.1 Reduced Form Model

In the first stage of our analysis (Tables 1-4) we apply an ordinary OLS regression model to examine the effect of infrastructure on people's interpersonal/political trust. We refer to this specification as the benchmark specification. The reduced form model is:

$$T_{ij} = \alpha_0 + \alpha_1 I_j + \alpha_2 X_i + \alpha_3 G_j + \alpha_4 E_i + \alpha_5 C_v + \alpha_6 R_t + \epsilon_i$$

where,  $T$  is an index of the level of trust of individual  $i$ , residing in region  $j$ , who participated in the  $t$ th ESS round. Five different measures of trust are used: 1) most people can be trusted, 2) trust in country's parliament, 3) trust in the police, 4) trust in politicians, 5) trust in political parties, and 6) trust in the legal system. Vector  $I_j$  represents our four measures of infrastructure: 1) railroads, 2) electrified railroads, 3) motorways and 4) other roads at the region  $j$ . We take into account the individual characteristics by applying the appropriate controls  $X_i$  such as age, age squared and gender.  $G_j$  is regional GDP per capita (in PPP) as a measure of development.  $E_i$  is a vector of educational fixed effect for the responder  $i$ .  $C_v$  is a vector of country fixed effects that controls for all time invariant unobserved heterogeneity at the country level.  $R_t$  is a vector of ESS round fixed effects aimed to capture round specific shocks that could affect individual responses.  $\epsilon_i$  is an individual specific error term. We estimate robust standard errors, clustered at the NUTS 1 level, in all our regressions.

### 3.2.2 Identification: Immigrant Analysis (International Immigration)

While the multilevel nature of our analysis eliminates reverse causality concerns, yet we cannot eliminate simultaneity concerns. We might thus be concerned that there is a set of omitted variables driving the variation in trust and the evolution of infrastructure at the regional level. To eliminate this concern, we rely on the epidemiological analysis, i.e., on exploiting variations in the trust levels of immigrants living in the same host country, coming from countries with different levels of infrastructure.

The analysis employs data from seven waves of the European Social Survey (2004-2016). One element in the construction of the dataset is that it provides an immigrant identifier (only for Waves 2-8) that allows

to trace immigrants up to the second generation, as well as concrete information about the mother and father’s country of origin. This element is crucial since it allows us to exploit the event of immigration in order to explore the evolution of cultural traits. The identifying assumption in these studies is that when immigrants move to a host country their current attitudes are no longer directly affected by the economic or the institutional environment at the country of origin. Thus, any effect of the origin country on immigrants’ attitudes operates indirectly via culture (Fernández and Fogli, 2009).

The baseline analysis will rely on a sample of max N=8160 first generation immigrants, who originate from 31 countries all over the globe and currently reside in 34 European countries. First generation immigrants are defined as those individuals who were born in a different country and eventually moved to the host country. To identify the immigrants’ country of origin, the analysis employs the individuals’ country of origin.

The dependent variables are exactly the same (since we use the ESS sample), it is just the sample that changes, i.e., instead of using natives we use immigrants. What differs is the source of the infrastructure data. Since we want to link immigrants with the average level of infrastructure that they experienced in the past, the Eurostat data is not any longer useful as it is rather recent data. We thus resort to the database of World Infrastructure Stocks (1950-2005) (Canning, 1998; World Bank, 2006). This dataset provides us historical data on two types of infrastructure, roadways and railways. We associate each immigrant with the mean value of (each measure of) infrastructure the three years proceeding his departure. We view this as a good proxy of the quality of infrastructure during the time of his departure, while the 3-year average eliminates any outliers due to year-specific condition, e.g., a potential damage or large scale replacement.

In order to explore the effect of *origin* infrastructure on immigrants’ trust towards other people in the host country and towards *host* institutions we adopt the following specification:

$$T_{iht} = \alpha_0 + \alpha_1 I_o + \alpha_2' \mathbf{X}_i + \alpha_3 G_o + \alpha_4 E_i + \alpha_5' \Phi_h + \alpha_6' \Pi_o + \alpha_7' \mathbf{R}_t + \varepsilon_{iht}$$

where,  $T$  is an index of the level of trust of individual  $i$ , residing in the host country  $h$ , of origin  $o$ , who participated in the  $t$ th ESS round. Six different measures of trust are used: 1) most people can be trusted, 2) trust in country’s parliament, 3) trust in the police, 4) trust in politicians, 5) trust in political parties, and 6) trust in the legal system. Vector  $I_o$  represents our two available measures of infrastructure: 1) motorways, and 2) railroads at the origin country during the period that the immigrant departed. We take into account the individual characteristics by applying the appropriate controls  $X_i$  such as age, age squared.  $G_o$  is GDP per capita of origin country (in PPP) as a measure of development.  $E_i$  is a vector of educational fixed effect for the responder  $i$ .  $\Phi_h$  is a vector of host country fixed effects that captures all time invariant unobserved heterogeneity at the host country level.  $\Pi_o$  is a vector of origin country fixed

effects that captures all time invariant unobserved heterogeneity at the origin country level.  $\mathbf{R}_t$  is a vector of ESS round fixed effects aimed to capture round specific shocks that could affect individual responses.  $\varepsilon_{ihot}$  is an individual specific error term. The standard errors are corrected for clustering at the dimension of the country of origin. Double clustering at the dimension of the host and the origin country yield similar results following the multi-way clustering method of TCIMACRO (Cameron et al., 2011).

## 4 Empirical Findings

### 4.1 Benchmark Specification

In this section we present the empirical results of our research. We first illustrate the reduced form results and then we proceed to the immigrant analysis that will allow us to establish a causal effect. Tables 1-4 present our benchmark results. Our benchmark model controls for the full set of individual and regional controls as well as ESS round and region fixed effects. Our estimation method is OLS. Columns (1) to (6) present the full specification results for each trust variable.

Table 1 show the effect of motorways, Table 2 the effect of railroads, Table 3 the effect of electrified railroads and Table 4 the effect of other roads. First we note that in all four tables and columns, infrastructure confers a statistically significant and positive effect on all trust measures. However, the stronger results are reported in Table 1 (motorways) both in terms of significance and magnitude. This potentially reflects the fact that given the widespread automobile culture nowadays, extending roadways significantly facilitates the exposure of locals to new cultures and ideas and ultimately significantly shapes trust attitudes.

Railways (Table 2) also confer a strong and statistically significant effect, though somewhat less significant and weaker in magnitude. Electric railroads (Table 3) have a similar (in magnitude and significance) effect on trust in relation to Table 2 (railways). Last, Table 4 (other roads) has a weaker effect on trust, a result that is reassuring as other roads refers to more local network of limited scope. Thus its effect is anticipated to be weaker and this is confirmed by our results.

Tables 7-10 test the robustness of our results by taking the average value of infrastructure over the whole period 1990-2016 for which the infrastructure data is available. In our benchmark specification we employed the 2000-2016 period to match the infrastructure data with the ESS range of years. However, using the full period allows us to obtain larger variation in the infrastructure data. As anticipated, our results increase both in magnitude and significance for all four tables and measures.

Tables 11, 12 establish the robustness of our results to the use of an ordered logit model for the period

2000-2016 for the two main variables, i.e. motorways and railways. Our findings are in line with the benchmark specification.

## 4.2 Immigrant Analysis

Tables 5 and 6 report the results from the immigrant analysis. As already mentioned in the empirical strategy section, all tables control for the full set of individual controls as well as host country, origin country and ESS round fixed effects. They also control for the average level of income per capita at the origin country.

Table 5 reports the results for motorways while Table 6 reports the results for railways. Columns (1) to (6) in each table introduce different trust variables. Table 5 confirms the findings of the benchmark analysis for the sample of first generation immigrants. However, we lose significance in the variables of trust to other people (column 1) and trust to the legal system (column 6). Thus, the main results that go through are the results associated with political trust. Table 6 also confirms the findings of the benchmark analysis with the exception of trust to political parties.

## 5 Mechanism

We rely on an expanding literature to hypothesize about the mechanism behind our reduced form result. We argue that our effect operates directly, via the exposure of individuals to new people and new ideas, as well as indirectly via the restructuring of the economy.

Concerning the direct effect it has been widely documented that infrastructure facilitates information flow (Perlman, 2017). Concerning the indirect effect, there is abundant evidence highlighting the effect of infrastructure on several different aspects of the economy. Perlman (2017) and Andersson et al. (2018) show that a reduction in communication and transportation costs has an effect on local innovative activity.

Railroads also changed the character of the areas around them. They provided loci for new towns, increasing urbanization (Atack et al., 2009), attracting banks (Atack et al., 2014), and encouraging speculators to plat towns (Hudson, 1985).

## 6 Conclusions

In this paper, we establish a novel link between infrastructure and trust. For this reason, we combine recent data on infrastructure from Eurostat and variables of trust from ESS. Next, we apply international immigrant analysis as natural experiment to overcome the potential endogeneity problem. We include to our immigrant analysis historical infrastructure data at the country level.

Our work reveals a positive effect of infrastructure on trust when we use the full sample of responders and during the immigrant analysis. Our results survive from additional controls and demonstrate that regions with higher stock of infrastructure have also higher level of trust.

Our findings are very important and could be proved a powerful weapon in the hands of policy makers. Investing on stronger relationships through trustiness could promote knowledge spillovers and to reduce regional disparities which is a hot topic in the research agenda.

## References

- Agrawal, Ajay, Alberto Galasso, and Alexander Oettl**, “Roads and Innovation,” *The Review of Economics and Statistics*, 2017, 99 (3), 417–434.
- Anand, Nikhil**, “PRESSURE: The PoliTechnics of Water Supply in Mumbai,” *Cultural Anthropology*, 2011, 26 (4), 542–564.
- Andersson, David, Thor Berger, and Erik Prawitz**, “On the Right Track: Railroads, Mobility and Innovation During Two Centuries’,” 2018.
- Atack, Jeremy, Fred Bateman, Michael Haines, and Robert Margo**, “Did Railroads Induce or Follow Economic Growth? Urbanization and Population Growth in the American Midwest, 1850-60,” Technical Report, National Bureau of Economic Research, Cambridge, MA jan 2009.
- , **Matthew Jaremski, and Peter Rousseau**, “Did Railroads Make Antebellum U.S. Banks More Sound?,” Technical Report, National Bureau of Economic Research, Cambridge, MA 2014.
- Baum-Snow, Nathaniel, J. Vernon Henderson, Matthew A. Turner, Qinghua Zhang, and Loren Brandt**, “Does investment in national highways help or hurt hinterland city growth?,” *Journal of Urban Economics*, 2018.
- Becker, Sascha O., Katrin Boeckh, Christa Hainz, and Ludger Woessmann**, “The Empire is Dead, Long Live the Empire! Long-Run Persistence of Trust and Corruption in the Bureaucracy,” *The Economic Journal*, 2016, 126 (590), 40–74.
- Boschma, Ron**, “Proximity and Innovation: A Critical Assessment,” *Regional Studies*, 2005, 39 (1), 61–74.
- Bougheas, Spiros, Panicos O. Demetriades, and Theofanis P. Mamuneas**, “Infrastructure, Specialization, and Economic Growth,” *The Canadian Journal of Economics / Revue canadienne d’Econometrie*, 2000, 33, 506–522.
- Büchel, Konstantin and Stephan Kyburz**, “Fast track to growth? Railway access, population growth and local displacement in 19th century Switzerland,” *Journal of Economic Geography*, 2018.
- Buckwalter, Laura Maravall**, “Build it and they will come? Secondary railways and population density in French Algeria,” *Working Papers*, 2018.
- Cameron, A. Colin, Jonah B. Gelbach, and Douglas L. Miller**, “Robust Inference With Multiway Clustering,” *Journal of Business and Economic Statistics*, 2011, 29 (2), 238–249.

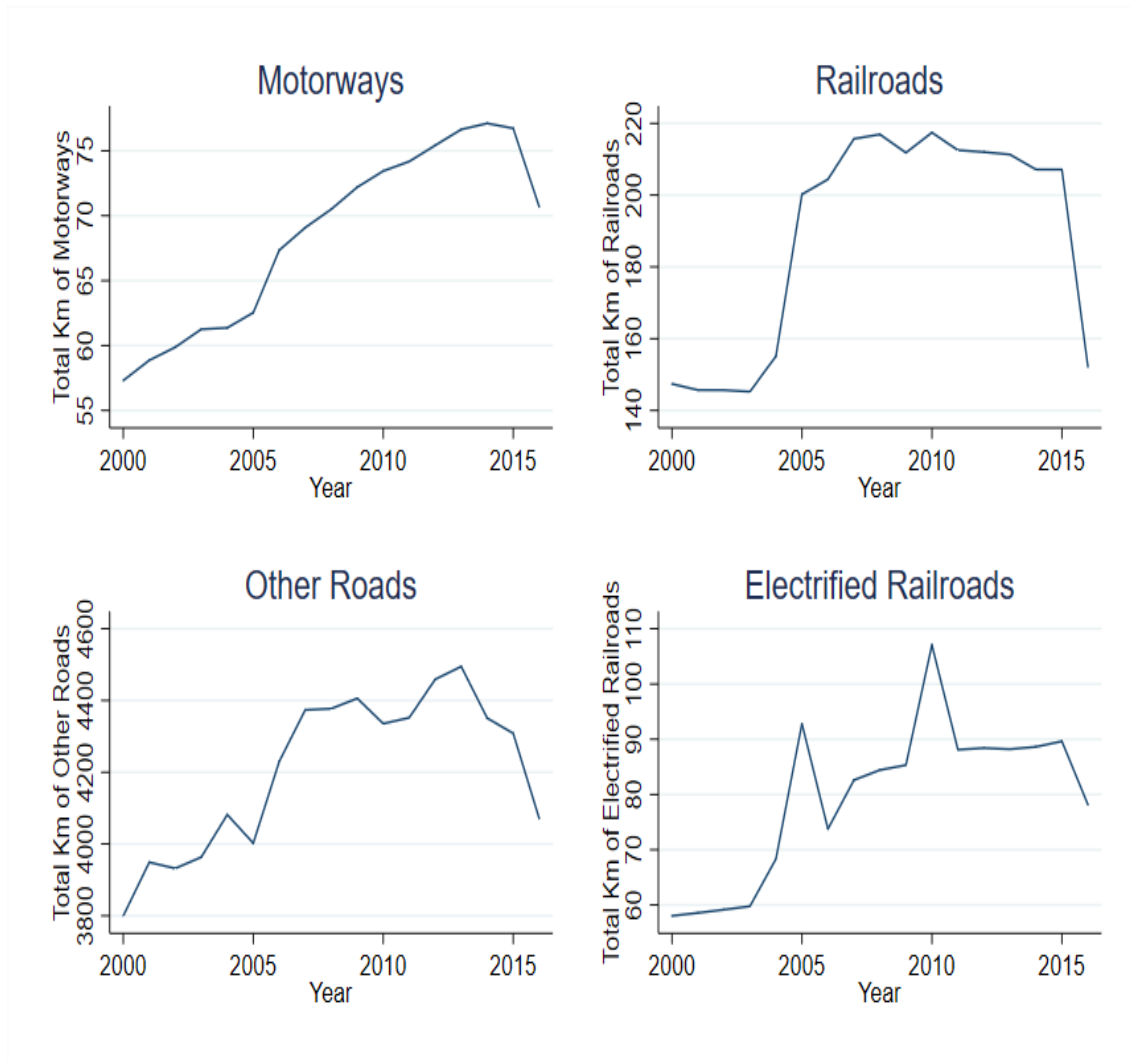
- Campante, Filipe and David Yanagizawa-Drott**, “Long-Range Growth: Economic Development in the Global Network of Air Links\*,” *The Quarterly Journal of Economics*, 2018, 133 (3), 1395–1458.
- Canning, David**, “A Database of World Stocks of Infrastructure, 1950-95,” *The World Bank Economic Review*, 1998, 12, 529–547.
- Catalini, Christian, Christian Fons-Rosen, and Patrick Gaulé**, “How Do Travel Costs Shape Collaboration?,” 2018.
- Crescenzi, Riccardo, Marco Di Cataldo, and Alessandra Faggian**, “Internationalized at work and localistic at home: The ‘split’ Europeanization behind Brexit.,” *Papers in regional science : the journal of the Regional Science Association International*, 2018, 97 (1), 117–132.
- Dohmen, T., A. Falk, D. Huffman, and U. Sunde**, “The Intergenerational Transmission of Risk and Trust Attitudes,” *The Review of Economic Studies*, 2012, 79 (2), 645–677.
- Donaldson, Dave**, “Railroads of the Raj: Estimating the Impact of Transportation Infrastructure,” *American Economic Review*, 2018, 108 (4-5), 899–934.
- **and Richard Hornbeck**, “Railroads and American Economic Growth: A “Market Access” Approach,” *The Quarterly Journal of Economics*, 2016, 131 (2), 799–858.
- Dong, Xiaofang, Siqi Zheng, and Matthew Kahn**, “The Role of Transportation Speed in Facilitating High Skilled Teamwork,” 2018.
- Duranton, Gilles and Matthew A Turner**, “The Fundamental Law of Road Congestion: Evidence from US Cities,” *American Economic Review*, 2011, 101 (6), 2616–2652.
- Égert, Balázs, Tomasz J. Kozluk, and Douglas Sutherland**, “Infrastructure and Growth: Empirical Evidence,” 2009.
- Eurostat**, “Illustrated Glossary for Transport Statistics 4th edition,” 2009.
- Faber, Benjamin**, “Trade Integration, Market Size, and Industrialization: Evidence from China’s National Trunk Highway System,” *The Review of Economic Studies*, 2014, 81 (3), 1046–1070.
- Fernández, Raquel and Alessandra Fogli**, “Culture: An Empirical Investigation of Beliefs, Work, and Fertility,” *American Economic Journal: Macroeconomics*, 2009, 1 (1), 146–177.
- Feyrer, James**, “Trade and Income – Exploiting Time Series in Geography,” Technical Report, National Bureau of Economic Research, Cambridge, MA 2009.

- Gao, Yanyan and Jianghuai Zheng**, “The Impact of High-Speed Rail on Innovation: An Empirical Test of Companion Innovation Hypothesis of Transportation Improvement with China’s Manufacturing Firms,” *SSRN Electronic Journal*, 2018.
- Graham, Stephen and Simon Marvin**, *Splintering urbanism : networked infrastructures, technological mobilities and the urban condition*, Routledge, 2001.
- Heuermann, Daniel F and Johannes F Schmieder**, “The effect of infrastructure on worker mobility: evidence from high-speed rail expansion in Germany,” *Journal of Economic Geography*, 2019, 19 (2), 335–372.
- Hiroyasu, Inoue, Nakajima Kentaro, Saito Yukiko Umeno RIETI, and Saito Yukiko Umeno**, “The Impact of the Opening of High-Speed Rail on Innovation The Impact of the Opening of High-Speed Rail on Innovation1,” 2017.
- Hudson, John C.**, *Plains Country Towns*, University of Minnesota Press, 1985.
- Krisztián Nagy, Dávid**, “City location and economic development \*,” 2016.
- Larkin, Brian.**, *Signal and noise : media, infrastructure, and urban culture in Nigeria*, Duke University Press, 2008.
- Melander, Eric**, “Mobility and Mobilisation: Railways and the Spread of Social Movements,” 2018.
- Nunn, Nathan and Leonard Wantchekon**, “The Slave Trade and the Origins of Mistrust in Africa,” *American Economic Review*, 2011, 101 (7), 3221–3252.
- Pascali, Luigi**, “The Wind of Change: Maritime Technology, Trade, and Economic Development,” *American Economic Review*, 2017, 107 (9), 2821–2854.
- Perlman, Elisabeth Ruth**, “Market Access, Information Flows,” 2017.
- Rodríguez-Pose, Andrés**, “The revenge of the places that don’t matter (and what to do about it),” *Cambridge Journal of Regions, Economy and Society*, 2018, 11 (1), 189–209.
- Santamaria, Marta**, “The Gains from Reshaping Infrastructure: Evidence from the Division of Germany \*,” 2018.
- Wong, Jason C Y**, “Blue-sky Thinking: Connectivity Impacts on Regional Economies and Innovation in the United States \*,” 2019.
- World Bank**, “World Development Indicators,” *World Bank, Washington DC*, 2006.

**Yamasaki, Junichi**, “Railroads, Technology Adoption, and Modern Economic Development: Evidence from Japan,” *ISER Discussion Paper*, 2017.

**Zak, Paul J. and Stephen Knack**, “Trust and Growth,” *The Economic Journal*, 2001, *111* (470), 295–321.

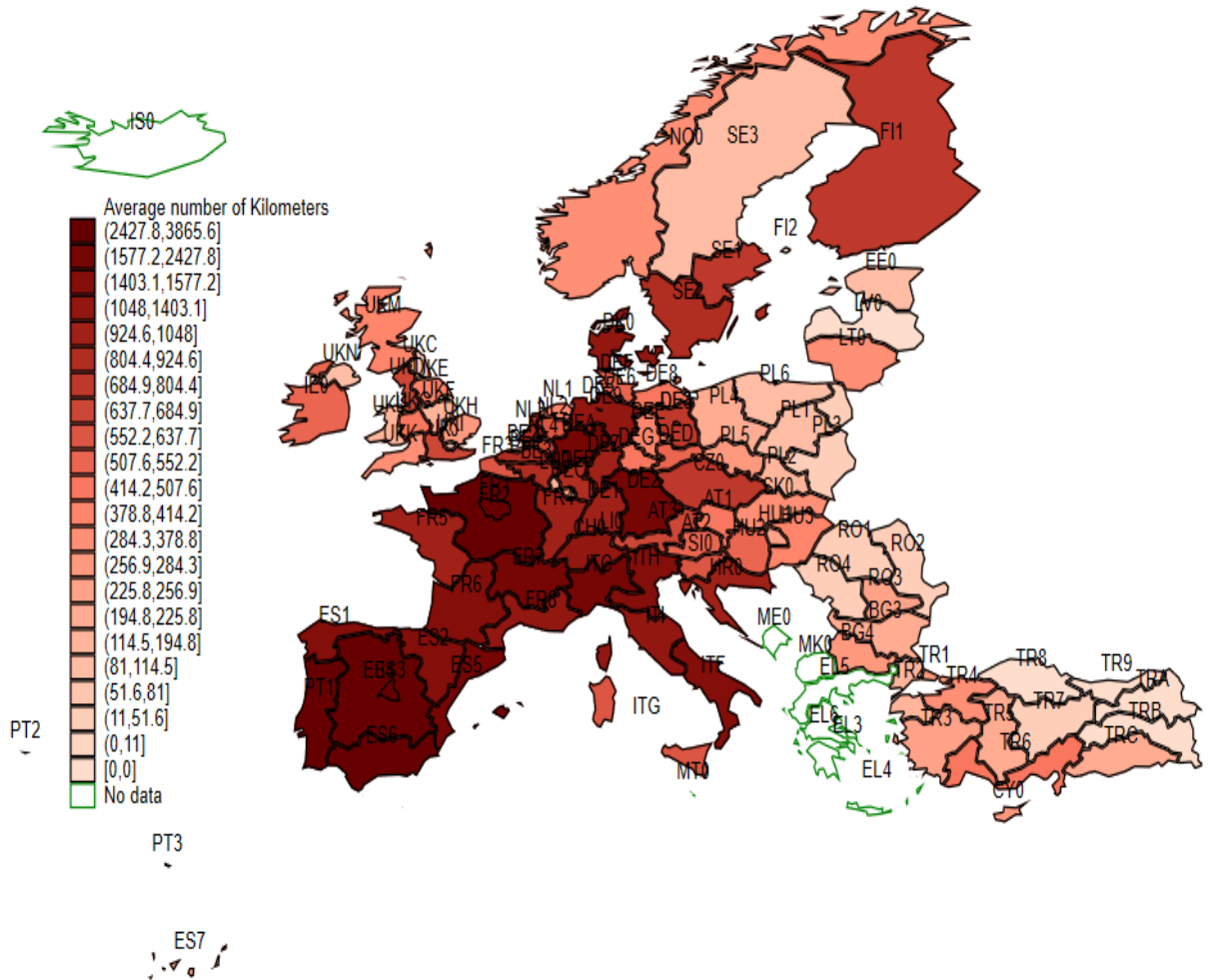
Figure 1: Evolution of Infrastructure Stock in Europe



Notes: The evolution of infrastructure in time. The figure illustrates the sum of all countries for the period 2000-2016. The measurement unit is kilometers in thousands. Source: Eurostat

Figure 2: Stock of Motorways

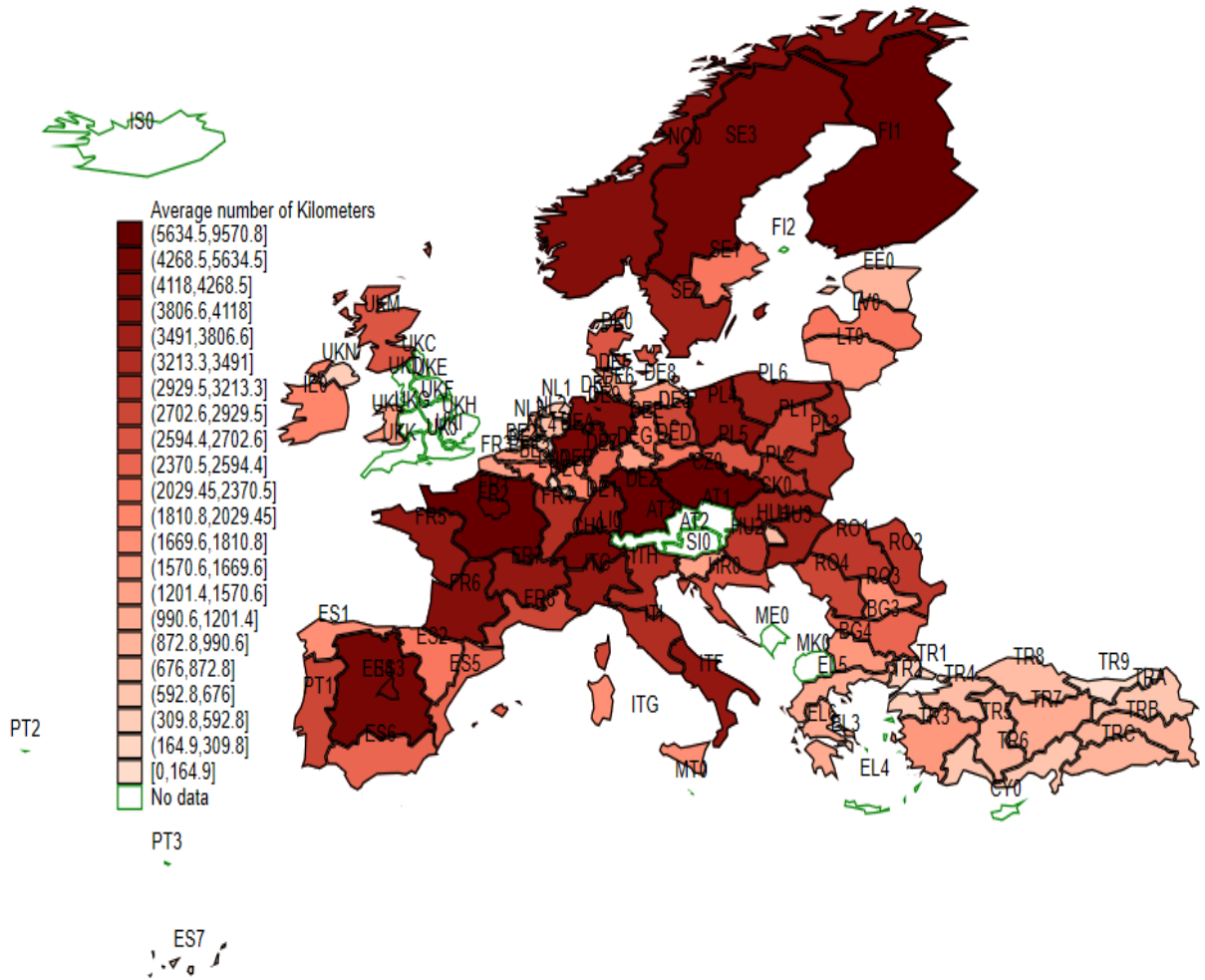
### Motorways 2000-2016



Notes: The average value of motorways across regions in Europe for the period 2000-2016. The measurement unit is kilometers. Source: Eurostat

Figure 3: Stock of Railroads

### Railway lines 2000-2016



Notes: The average value of railways across regions in Europe for the period 2000-2016. The measurement unit is kilometers. Source: Eurostat

**Table 1: Motorways and Trust OLS Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
motorways	.76*** [.27]	1.35*** [.43]	1.43*** [.47]	1.19*** [.38]	1.13*** [.39]	1.58*** [.48]
age of respondent	-.23*** [.06]	-.50*** [.04]	-.31*** [.04]	-.48*** [.04]	-.58*** [.04]	-.50*** [.05]
age of respondent <sup>2</sup>	.00*** [.00]	.01*** [.00]	.00*** [.00]	.01*** [.00]	.01*** [.00]	.00*** [.00]
gdp per capita	.02*** [.01]	.02*** [.00]	.01* [.00]	.02*** [.01]	.02*** [.00]	.02*** [.00]
R-squared	.17	.19	.16	.18	.19	.21
Sample Size	235349	230787	233671	232566	212646	230907
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:** This table presents the effect of motorways on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round and country fixed effects.

**Notes:** (i) Infrastructure is measured by motorways. We construct our measure of infrastructure by using the annual stock of kilometers from Eurostat over the time period 2000-2016. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) OLS model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 2: Railroads and Trust OLS Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
railroads	.39*** [.14]	.46** [.19]	.67*** [.21]	.39** [.16]	.40** [.17]	.63*** [.22]
age of respondent	-.22*** [.06]	-.48*** [.04]	-.30*** [.04]	-.47*** [.04]	-.56*** [.04]	-.49*** [.06]
age of respondent <sup>2</sup>	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.01*** [.00]	.00*** [.00]
gdp per capita	.02*** [.01]	.02*** [.00]	.01** [.00]	.02*** [.01]	.02*** [.01]	.02*** [.00]
R-squared	.18	.20	.16	.20	.21	.22
Sample Size	225900	221547	224273	223263	203367	221648
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:**This table presents the effect of railroads on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round and country fixed effects.

**Notes:**(i) Infrastructure is measured by railroads. We construct our measure of infrastructure by using the annual stock of kilometers from Eurostat over the time period 2000-2016. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) OLS model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 3: Electric Railroads and Trust OLS Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
electric railroads	.48* [.25]	.66* [.38]	.95** [.41]	.68** [.29]	.75** [.31]	.94** [.43]
age of respondent	-.24*** [.06]	-.45*** [.04]	-.29*** [.05]	-.45*** [.04]	-.53*** [.04]	-.44*** [.06]
age of respondent <sup>2</sup>	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.01*** [.00]	.00*** [.00]
gdp per capita	.02*** [.00]	.02*** [.00]	.00 [.00]	.01*** [.00]	.01*** [.00]	.02*** [.01]
R-squared	.19	.20	.17	.19	.21	.22
Sample Size	201020	197203	199433	198614	182117	197020
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:**This table presents the effect of electrified railroads on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round and country fixed effects.

**Notes:**(i) Infrastructure is measured by electrified railroads. We construct our measure of infrastructure by using the annual stock of kilometers from Eurostat over the time period 2000-2016. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) OLS model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 4: Other Roads and Trust OLS Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
other roads	.02** [.01]	.01* [.01]	.02** [.01]	.02** [.01]	.01** [.01]	.02* [.01]
age of respondent	-.23*** [.06]	-.50*** [.04]	-.31*** [.04]	-.48*** [.04]	-.58*** [.04]	-.50*** [.05]
age of respondent <sup>2</sup>	.00*** [.00]	.01*** [.00]	.00*** [.00]	.01*** [.00]	.01*** [.00]	.00*** [.00]
gdp per capita	.02*** [.01]	.02*** [.00]	.01** [.00]	.02*** [.01]	.02*** [.01]	.02*** [.01]
R-squared	.17	.19	.16	.18	.19	.21
Sample Size	235349	230787	233671	232566	212646	230907
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:** This table presents the effect of other roads on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round and country fixed effects.

**Notes:** (i) Infrastructure is measured by other roads. We construct our measure of infrastructure by using the annual stock of kilometers from Eurostat over the time period 2000-2016. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) OLS model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 5: Motorways and Trust-International Immigrant Analysis IV Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
motorways	.10 [.14]	.47** [.20]	.33** [.17]	.23** [.10]	.38*** [.12]	.17 [.27]
age of respondent	.08 [.10]	-.15 [.11]	-.09 [.10]	-.12 [.15]	-.22* [.12]	-.25*** [.08]
age of respondent <sup>2</sup>	-.00 [.00]	.00** [.00]	.00* [.00]	.00 [.00]	.00** [.00]	.00*** [.00]
gdp per capita	-.01 [.05]	.12* [.07]	.17** [.07]	.21*** [.07]	.21*** [.06]	.14* [.07]
R-squared	.11	.18	.17	.17	.16	.14
Sample Size	6599	6254	6529	6371	6270	6402
Host Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Origin Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:** This table presents the effect of motorways on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round, origin and host country fixed effects.

**Notes:** (i) Infrastructure is measured by motorways. We construct our measure of infrastructure by using the annual stock of kilometers from Canning and World Bank over the time period 1950-2005. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) International Immigrant Analysis, IV model with robust standard error, double clustered at the Host and Origin country level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 6:** Railroads and Trust-International Immigrant Analysis IV Regression

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
railroads	2.95** [1.30]	2.33*** [.17]	1.50*** [.38]	1.80** [.80]	.05 [1.16]	6.78*** [1.84]
age of respondent	.11 [.07]	.06 [.11]	-.01 [.07]	.01 [.09]	.01 [.11]	-.09 [.09]
age of respondent <sup>2</sup>	-.00* [.00]	-.00 [.00]	.00** [.00]	.00 [.00]	.00 [.00]	.00 [.00]
gdp per capita	.05 [.06]	.20*** [.05]	.15** [.06]	.21*** [.06]	.18*** [.06]	.17** [.07]
R-squared	.11	.15	.13	.15	.14	.11
Sample Size	8160	7646	8092	7824	7688	7892
Host Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Origin Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:** This table presents the effect of railroads on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round, origin and host country fixed effects.

**Notes:** (i) Infrastructure is measured by railroads. We construct our measure of infrastructure by using the annual stock of kilometers from Canning and World Bank over the time period 1950-2005. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) International Immigrant Analysis, IV model with robust standard error, double clustered at the Host and Origin country level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

## Appendix

**Table 7:** Motorways and Trust OLS Regression

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
motorways	.88*** [.32]	1.47*** [.49]	1.59*** [.51]	1.31*** [.42]	1.26*** [.44]	1.75*** [.54]
age of respondent	-.23*** [.06]	-.49*** [.04]	-.30*** [.04]	-.48*** [.03]	-.57*** [.04]	-.49*** [.05]
age of respondent <sup>2</sup>	.00*** [.00]	.01*** [.00]	.00*** [.00]	.01*** [.00]	.01*** [.00]	.00*** [.00]
gdp per capita	.02*** [.01]	.02*** [.00]	.01 [.00]	.02*** [.01]	.02*** [.00]	.02*** [.00]
R-squared	.17	.19	.16	.19	.20	.21
Sample Size	237794	233214	236106	234997	215075	233335
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:** This table presents the effect of motorways on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round and country fixed effects.

**Notes:** (i) Infrastructure is measured by motorways. We construct our measure of infrastructure by using the annual stock of kilometers from Eurostat over the time period 1990-2016. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) OLS model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 8: Railroads and Trust OLS Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
railroads	.40*** [.15]	.46** [.19]	.65*** [.21]	.41** [.17]	.41** [.17]	.59*** [.22]
age of respondent	-.23*** [.06]	-.49*** [.04]	-.31*** [.04]	-.48*** [.04]	-.57*** [.04]	-.49*** [.06]
age of respondent <sup>2</sup>	.00*** [.00]	.00*** [.00]	.00*** [.00]	.01*** [.00]	.01*** [.00]	.00*** [.00]
gdp per capita	.02*** [.01]	.02*** [.00]	.01** [.00]	.02*** [.01]	.02*** [.01]	.02*** [.00]
R-squared	.18	.20	.16	.19	.20	.22
Sample Size	229267	224881	227634	226608	206708	224995
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:**This table presents the effect of railroads on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round and country fixed effects.

**Notes:**(i) Infrastructure is measured by railroads. We construct our measure of infrastructure by using the annual stock of kilometers from Eurostat over the time period 1990-2016. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) OLS model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 9: Electric Railroads and Trust OLS Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
electric railroads	.65** [.31]	.67* [.39]	1.01** [.43]	.82** [.33]	.89*** [.34]	.93** [.45]
age of respondent	-.23*** [.06]	-.49*** [.04]	-.31*** [.04]	-.47*** [.04]	-.56*** [.04]	-.49*** [.06]
age of respondent <sup>2</sup>	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.01*** [.00]	.00*** [.00]
gdp per capita	.02*** [.01]	.02*** [.00]	.01 [.00]	.02** [.01]	.01** [.01]	.02*** [.00]
R-squared	.18	.20	.16	.20	.20	.22
Sample Size	227802	223435	226171	225158	205264	223553
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:**This table presents the effect of electrified railroads on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round and country fixed effects.

**Notes:**(i) Infrastructure is measured by electrified railroads. We construct our measure of infrastructure by using the annual stock of kilometers from Eurostat over the time period 1990-2016. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) OLS model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 10: Other Roads and Trust OLS Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
other roads	.02** [.01]	.01* [.01]	.02** [.01]	.02** [.01]	.02** [.01]	.02* [.01]
age of respondent	-.23*** [.06]	-.49*** [.04]	-.30*** [.04]	-.48*** [.03]	-.57*** [.04]	-.49*** [.05]
age of respondent <sup>2</sup>	.00*** [.00]	.01*** [.00]	.00*** [.00]	.01*** [.00]	.01*** [.00]	.00*** [.00]
gdp per capita	.02*** [.01]	.02*** [.00]	.01** [.00]	.02*** [.01]	.02*** [.01]	.02*** [.00]
R-squared	.17	.19	.16	.19	.20	.21
Sample Size	237794	233214	236106	234997	215075	233335
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Summary:** This table presents the effect of other roads on culture for the European sample. More specifically, the trust of European citizens in: i) other people, ii) the domestic parliament, iii) the police, iv) the politicians, v) the political parties and vi) the legal system. The analysis controls for individual characteristics such as age, age squared, gender and educational level as well as for ESS round and country fixed effects.

**Notes:** (i) Infrastructure is measured by other roads. We construct our measure of infrastructure by using the annual stock of kilometers from Eurostat over the time period 1990-2016. (ii) The variables “Most people can be trusted”, “Trust in country’s parliament”, “Trust in the police”, “Trust in politicians”, “Trust in political parties” and “Trust in legal system” refer to the European citizens and take values from 0-10 with 0 denoting “no trust at all”, and 10 denoting “complete trust”. (iii) OLS model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. (iv) \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 11: Motorways and Trust Logit Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
motorways	.57*** [.22]	1.02*** [.33]	1.13*** [.38]	.96*** [.31]	.91*** [.32]	1.22*** [.36]
age of respondent	-.16*** [.05]	-.38*** [.03]	-.26*** [.03]	-.41*** [.03]	-.49*** [.03]	-.36*** [.04]
age of respondent <sup>2</sup>	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]
gdp per capita	.01*** [.00]	.01*** [.00]	.01 [.00]	.01*** [.00]	.01*** [.00]	.01*** [.00]
R-squared						
Sample Size	235349	230787	233671	232566	212646	230907
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

**Notes.**—This table reports the effect of motorways on different variables of trust. Logit model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 12: Railroads and Trust Logit Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
railroads	.29** [.11]	.34** [.14]	.53*** [.18]	.31** [.13]	.32** [.13]	.49*** [.17]
age of respondent	-.15*** [.05]	-.37*** [.03]	-.25*** [.03]	-.40*** [.03]	-.48*** [.04]	-.36*** [.04]
age of respondent <sup>2</sup>	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]
gdp per capita	.01*** [.01]	.02*** [.00]	.01** [.00]	.01*** [.00]	.01*** [.00]	.01*** [.00]
R-squared						
Sample Size	225900	221547	224273	223263	203367	221648
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

*Notes.*—This table reports the effect of railroads on different variables of trust. Logit model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 13: Motorways and Trust Logit Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
motorways	.66** [.26]	1.11*** [.37]	1.27*** [.42]	1.05*** [.34]	1.01*** [.36]	1.35*** [.41]
age of respondent	-.16*** [.05]	-.38*** [.03]	-.25*** [.03]	-.40*** [.03]	-.49*** [.03]	-.36*** [.04]
age of respondent <sup>2</sup>	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]
gdp per capita	.01*** [.00]	.01*** [.00]	.00 [.00]	.01*** [.00]	.01*** [.00]	.01*** [.00]
R-squared						
Sample Size	237794	233214	236106	234997	215075	233335
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

*Notes.*—This table reports the effect of motorways on different variables of trust. We construct the measures of infrastructure based on the time period 1990-2016. Logit model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.

**Table 14: Railroads and Trust Logit Regression**

Dep. var. =	Trust on People	Trust in County's Parliament	Trust in the Police	Trust in Politicians	Trust in Political Parties	Trust in the Legal System
	(1)	(2)	(3)	(4)	(5)	(6)
railroads	.30** [.12]	.34** [.14]	.51*** [.18]	.32** [.13]	.33** [.13]	.45*** [.16]
age of respondent	-.16*** [.05]	-.37*** [.03]	-.25*** [.03]	-.40*** [.03]	-.48*** [.04]	-.36*** [.04]
age of respondent <sup>2</sup>	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]	.00*** [.00]
gdp per capita	.02*** [.01]	.02*** [.00]	.01** [.00]	.01*** [.00]	.01*** [.00]	.01*** [.00]
R-squared						
Sample Size	229267	224881	227634	226608	206708	224995
Country FE	Yes	Yes	Yes	Yes	Yes	Yes
Gender FE	Yes	Yes	Yes	Yes	Yes	Yes
Education FE	Yes	Yes	Yes	Yes	Yes	Yes
ESS round FE	Yes	Yes	Yes	Yes	Yes	Yes

*Notes.*—This table reports the effect of railroads on different variables of trust. We construct the measures of infrastructure based on the time period 1990-2016. Logit model with robust standard error, clustered at the NUTS1 level, are reported in parenthesis. \*\*\* denotes statistical significance at 1 percent level, \*\* at the 5 percent level, and \* at the 10 percent level.