



Infrastructure Investment and Jobs Act: Roads and Bridges

The Infrastructure Investment and Jobs Act¹ — also referred to as the Bipartisan Infrastructure Package — passed the House Nov. 5. President Joe Biden is expected to sign it today, Monday, Nov. 15. The bill contains \$1.2 trillion in funding (\$550 billion of which is new spending) for various infrastructure purposes, including roads and bridges, broadband, drinking water resources, airports, electrical vehicles and more. **In this brief, analysts at The Council of State Governments break down the \$110 billion in funding going to roads, bridges and other major ground transportation projects through the lens of state needs.** It is the largest focus of funding in the bill.

Funding Breakdown

- Increasing the **Highway Trust Fund** – \$273.15 billion over five years.
- Expanding eligible uses for **Surface Transportation Block Grant** funding, including electric vehicle charging, projects to increase tourism and wildlife collision mitigation efforts – \$72 billion.
- Establishing the **Bridge Investment Program** for renewal projects on bridges that are in fair or poor condition – \$40 billion over five years.
- Creating **U.S. Department of Transportation grants** for eligible projects including intercity rail, highway and bridge projects, public transit and rail crossings – \$15 billion.
- Creating the **Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT) Program** (focused on natural resilience and hazard mitigation) – \$7.3 billion.
- Creating a **Carbon Reduction Program** (includes investments in sidewalks, bike lanes, public transit projects and technologies to reduce carbon emissions) – \$6.41 billion.
- Creating **Rural Surface Transportation Grant** – \$2 billion over five years.
- Establishing **Wildlife Crossings Pilot Program** through the Department of Transportation to reduce collisions with wildlife and improve habitat connectivity – \$350 million over five years.
- Investing additional funding to the **off-system bridge set-aside** – \$258 million.

These are a selection of the largest investments contained in the infrastructure package. The Congressional Budget Office estimates the bill will [add \\$256 billion](#) to the national deficit. While it is difficult to know the full macroeconomic effects of the bill, [Moody's Analytics provides estimates](#) of the effects on employment and the Gross Domestic Product by the Infrastructure Investment and Jobs Act.

¹ Also commonly known as the “Bipartisan Infrastructure Framework.”

For a breakdown of formula highway and bridge renewal funding allocations by state, [see the chart below](#). Note that figures are estimates and do not include the competitive grants for which states, territories and the District of Columbia are eligible to apply.

Condition of Highways and Bridges in States

Infrastructure needs vary across the U.S. According to [estimates from USA Today](#), the funding from the Infrastructure Investment and Jobs Act will likely benefit the following 10 states the most, as they have a relatively high proportion of roadways/bridges in need of repair.

Unit	% Roads in Poor Condition	% Bridges in Poor Condition
Rhode Island	24.6%	23.1%
Alaska	18.7%	9.7%
California	16.9%	7.0%
New Jersey	16.8%	8.1%
Hawaii	16.1%	6.9%
Massachusetts	15.4%	9.2%
New York	13.4%	10.0%
Iowa	7.5%	19.4%
Pennsylvania	7.1%	16.6%
West Virginia	4.8%	19.9%

Sources and Resources

- [Statement from The Council of State Governments](#) on the Bipartisan Infrastructure Package.
- [Legislative Analysis for Counties](#) and [statement on infrastructure bill passage](#) from the National Association of Counties.
- [Statement on infrastructure bill passage](#) from the National League of Cities.
- [Breakdown of bill's contents](#) from CNN and from The [Washington Post](#).
- [Estimates of macroeconomic effects](#) of the Infrastructure Investment and Jobs Act from Moody's Analytics.
- White House [FACT SHEET](#) on the Infrastructure Framework.
- Read the full text of the [Infrastructure Investment and Jobs Act here](#).

Highway and bridge renewal funding allocations by state

Highway and Bridge Formula Funding (in millions, USD)

Unit	Highway Funding	Bridge Funding
Alabama	\$5,200	\$225
Alaska	\$3,400	\$225
Arizona	\$5,000	\$225
Arkansas	\$3,600	\$278
California	\$25,300	\$4,200

Highway and Bridge Formula Funding (in millions, USD)

Unit	Highway Funding	Bridge Funding
Colorado	\$3,700	\$225
Connecticut	\$3,500	\$561
Delaware	\$1,200	\$225
District of Columbia	\$1,100	\$225
Florida	\$13,100	\$245
Georgia	\$8,900	\$225
Hawaii	\$1,200	\$339
Idaho	\$2,000	\$225
Illinois	\$9,800	\$1,400
Indiana	\$6,600	\$401
Iowa	\$3,400	\$432
Kansas	\$2,600	\$225
Kentucky	\$4,600	\$438
Louisiana	\$4,800	\$101
Maine	\$1,300	\$225
Maryland	\$4,100	\$409
Massachusetts	\$4,200	\$110
Michigan	\$7,300	\$563
Minnesota	\$4,500	\$302
Mississippi	\$3,300	\$225
Missouri	\$6,500	\$484
Montana	\$2,800	\$225
Nebraska	\$2,000	\$225
Nevada	\$2,500	\$225
New Hampshire	\$1,100	\$225
New Jersey	\$6,800	\$1,100
New Mexico	\$2,500	\$225
New York	\$11,600	\$1,900
North Carolina	\$7,200	\$457
North Dakota	\$1,700	\$225
Ohio	\$9,200	\$483
Oklahoma	\$4,300	\$266
Oregon	\$3,400	\$268
Pennsylvania	\$11,300	\$1,600
Rhode Island	\$1,500	\$242
South Carolina	\$4,600	\$274
South Dakota	\$1,900	\$225
Tennessee	\$5,800	\$302
Texas	\$26,900	\$537
Utah	\$2,400	\$225
Vermont	\$1,400	\$225

Highway and Bridge Formula Funding (in millions, USD)

Unit	Highway Funding	Bridge Funding
Virginia	\$7,000	\$537
Washington	\$4,700	\$605
West Virginia	\$3,000	\$506
Wisconsin	\$5,200	\$225
Wyoming	\$1,800	\$225
American Samoa	\$24	<-Combined
Guam	\$95	<-Combined
Northern Mariana Islands	\$24	<-Combined
Puerto Rico	\$900	\$225
U.S. Virgin Islands	\$95	<-Combined

Data Source: [White House State Fact Sheets](#).

Note that figures are estimates and do not include the competitive grants for which states, territories and the District of Columbia are eligible to apply.