

## FUNDING HIGHWAYS AND BRIDGES

Many states are falling short in providing needed investment in the nation's highways and bridges.

- ▶ California spends \$2 billion less each year on highway maintenance and rehabilitation than what it needs to spend.<sup>1</sup>
- ▶ Iowa faces a \$27.7 billion transportation funding shortage over the next two decades.<sup>1</sup>
- ▶ Massachusetts needs to come up with an additional \$15 billion to \$19 billion over the next two decades for maintenance on existing transportation assets.<sup>1</sup>
- ▶ Ten mega projects in Nevada costing an estimated \$4.8 billion need to be completed by 2015 to avoid gridlock in the state's urban areas.<sup>1</sup>
- ▶ Kansas needs to raise \$18 billion over 10 years to maintain its transportation system.<sup>1</sup>
- ▶ These states report deferred or backlogged transportation maintenance needs: Alabama (\$3 billion), Arkansas (\$160 million), Hawaii (\$187 million), New Jersey (\$13 billion), Oklahoma (\$230 million), Pennsylvania (\$3 billion) and South Dakota (\$756 million).<sup>1</sup>



However, some states are having success in finding revenue sources to fund highways and bridges.

- ▶ Idaho's legislature recently approved a \$57 million-a-year package of fee and revenue increases, which was far short of the \$175 million sought by the governor to tackle a backlog of transportation needs. An audit indicated \$295 million is needed annually to preserve existing highway and bridge infrastructure by 2013.<sup>2</sup>
- ▶ The legislatures in North Dakota and Oklahoma increased transportation spending in 2009 without raising taxes.<sup>2</sup> North Dakota shifted excise taxes on motor vehicle sales that normally go to human services and education to road spending.<sup>3</sup> Oklahoma tapped the State Transportation Fund, bond proceeds and cuts to other state programs.<sup>4</sup>
- ▶ Colorado recently hiked vehicle registration fees to raise about \$250 million a year for transportation.<sup>2</sup>
- ▶ Vermont lawmakers approved a 2 percent increase in the wholesale price of gasoline to raise money for transportation projects.<sup>2</sup>
- ▶ Oregon's House of Representatives approved a 6 cent per gallon increase and higher vehicle fees that would bring in an estimated \$300 million a year.<sup>2</sup>
- ▶ North Carolina lawmakers plugged a gap in the state transportation budget by canceling a planned 2 cent decrease in the state's gas tax.<sup>2</sup>
- ▶ Iowa plans to sell bonds to pay for grants to upgrade the state's infrastructure to the tune of \$830 million. The state will pay off the bonds using profits from casino gambling.<sup>2</sup>

<sup>1</sup>American Society of Civil Engineers. "Report Card for American Infrastructure 2008." Accessed from: <http://www.infrastructurereportcard.org/>

<sup>2</sup>Stephen C. Fehr. "States divided on raising road taxes." *Stateline.org* (May 29, 2009). Accessed from: <http://www.stateline.org/live/printable/story?contentId=403245>

<sup>3</sup>Dale Wetzel. "Legislature Approves \$1.35B Road Spending Bill." Associated Press (April 30, 2009).

<sup>4</sup>Tim Talley. "Commission Approves \$1.7 Billion Budget." Associated Press (May 19, 2009).

<sup>5</sup>Federal Highway Administration. "Highway Statistics 2007—State Disbursements for Highways." Accessed from: <http://www.fhwa.dot.gov/policyinformation/statistics/2007/sf2.cfm>

<sup>6</sup>Federal Highway Administration. "Apportionment of Funds for Highway Infrastructure Investment Pursuant to the American Recovery and Reinvestment Act of 2009." Accessed from: <http://www.fhwa.dot.gov/legregs/directives/notices/n4510705t1.htm>

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States	State Disbursements for Highways 2007 <sup>5</sup>	ARRA Funds for Highway Infrastructure Investment—2009 <sup>6</sup>	Roads in Poor or Mediocre Condition <sup>1</sup>	% of Congested Urban Highways <sup>1</sup>	% of Deficient or Obsolete Bridges <sup>1</sup>
Alabama	\$1,751,736,000	\$513,692,083	16%	52%	26%
Alaska	\$710,402,000	\$175,461,487	46%	N/A	35%
Arizona	\$2,334,528,000	\$521,958,401	21%	41%	12%
Arkansas	\$1,035,667,000	\$351,544,468	32%	39%	25%
California	\$13,287,567,000	\$2,569,568,320	66%	68%	30%
Colorado	\$1,601,009,000	\$403,924,130	32%	31%	18%
Connecticut	\$1,264,493,000	\$302,053,956	47%	58%	35%
Delaware	\$676,383,000	\$121,828,650	27%	34%	18%
Florida	\$8,068,999,000	\$1,346,735,003	13%	47%	18%
Georgia	\$2,877,547,000	\$931,585,680	N/A	41%	21%
Hawaii	\$351,954,000	\$125,746,380	71%	45%	44%
Idaho	\$757,624,000	\$181,934,631	25%	40%	20%
Illinois	\$5,424,391,000	\$935,592,704	34%	43%	18%
Indiana*	\$3,250,586,000	\$657,967,707	29%	N/A	25%
Iowa	\$1,546,326,000	\$358,162,431	41%	38%	27%
Kansas	\$1,413,796,000	\$347,817,167	15%	25%	21%
Kentucky	\$2,194,097,000	\$421,094,991	19%	57%	34%
Louisiana	\$1,923,211,000	\$429,859,427	44%	43%	30%
Maine	\$583,564,000	\$130,752,032	29%	N/A	36%
Maryland	\$2,628,959,000	\$431,034,777	44%	55%	29%
Massachusetts	\$2,815,175,000	\$437,865,255	41%	38%	56%
Michigan	\$3,239,861,000	\$847,204,834	37%	39%	30%
Minnesota	\$2,168,315,000	\$502,284,177	32%	76%	13%
Mississippi	\$1,647,398,000	\$354,564,343	40%	28%	25%
Missouri	\$3,955,390,000	\$637,121,984	34%	44%	33%
Montana	\$621,661,000	\$211,793,391	11%	N/A	20%
Nebraska	\$1,435,824,000	\$235,589,279	24%	30%	23%
Nevada	\$1,063,242,000	\$201,352,460	13%	59%	16%
New Hampshire	\$693,186,000	\$129,440,556	27%	51%	36%
New Jersey	\$4,018,324,000	\$651,774,480	78%	64%	36%
New Mexico*	\$942,300,000	\$252,644,377	22%	19%	19%
New York	\$7,459,462,000	\$1,120,684,723	46%	45%	42%
North Carolina	\$3,384,768,000	\$735,526,684	27%	54%	30%
North Dakota	\$440,870,000	\$170,126,497	25%	N/A	22%
Ohio	\$4,417,796,000	\$935,677,030	25%	45%	27%
Oklahoma	\$1,282,296,000	\$464,655,225	40%	29%	32%
Oregon	\$1,735,576,000	\$333,902,389	18%	42%	25%
Pennsylvania	\$5,999,328,000	\$1,026,429,012	44%	34%	50%
Rhode Island	\$493,542,000	\$137,095,725	68%	37%	57%
South Carolina	\$1,472,283,000	\$463,081,483	28%	N/A	23%
South Dakota	\$401,578,000	\$183,027,359	29%	N/A	25%
Tennessee	\$1,657,493,000	\$572,701,043	17%	43%	21%
Texas	\$13,135,704,000	\$2,250,015,146	32%	47%	22%
Utah	\$1,335,110,000	\$213,545,653	29%	40%	18%
Vermont	\$367,978,000	\$125,791,291	40%	N/A	39%
Virginia	\$3,227,864,000	\$694,460,823	23%	33%	28%
Washington	\$3,056,535,000	\$492,242,337	33%	27%	29%
West Virginia	\$1,056,896,000	\$210,852,204	37%	N/A	39%
Wisconsin	\$2,278,986,000	\$529,111,915	30%	25%	16%
Wyoming	\$484,327,000	\$157,616,058	18%	N/A	23%

\*2006 data