**Infrastructure State-by-State Impact Analysis**

New data analysis by the U.S. Chamber of Commerce estimates the cost to each state of continued inaction on federal infrastructure investment versus the benefit each state would see from increasing the federal gas tax.

**About the Numbers:**

The following table provides an illustration of the potential impact on federal funding for each state if Congress and the President:

1. take no action to fix the highway and mass transit accounts of the highway trust fund shortfalls (causing a decrease in funding for each state), or
2. enact a 25 cent gas tax increase (allowing for an increase in funding for each state).

*Note: Figures are illustrative estimates only. Actual amount available for each state is dependent on the authorizing statute.*

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|   | **Actual FY ' 19 Apportionment for Highways and Transit** | **Illustrative 'No Action' to Address Highways and Transit Spending Shortfall** | **Decrease** | **Illustrative Spending for Highways and Transit Post Gas Tax Increase** | **Increase** |
| **Alabama** |  $ 881,027,905  |  $ 694,884,533  |  $ 186,143,372  |  $ 1,218,349,246  |  $ 337,321,341  |
| **Alaska** |  $ 600,222,438  |  $ 468,226,190  |  $ 131,996,248  |  $ 830,031,093  |  $ 229,808,655  |
| **Arizona** |  $ 920,807,025  |  $ 705,715,534  |  $ 215,091,491  |  $ 1,273,358,697  |  $ 352,551,672  |
| **Arkansas** |  $ 596,607,272  |  $ 471,892,455  |  $ 124,714,817  |  $ 825,031,779  |  $ 228,424,507  |
| **California** |  $ 5,432,077,107  |  $ 3,946,620,591  |  $ 1,485,456,516  |  $ 7,511,869,954  |  $ 2,079,792,847  |
| **Colorado** |  $ 710,401,578  |  $ 534,487,185  |  $ 175,914,393  |  $ 982,394,794  |  $ 271,993,216  |
| **Connecticut** |  $ 733,029,904  |  $ 534,913,852  |  $ 198,116,053  |  $ 1,013,686,884  |  $ 280,656,979  |
| **Delaware** |  $ 211,939,410  |  $ 162,685,384  |  $ 49,254,026  |  $ 293,085,178  |  $ 81,145,768  |
| **Dist. of Col.** |  $ 383,193,138  |  $ 245,093,679  |  $ 138,099,458  |  $ 529,907,246  |  $ 146,714,108  |
| **Florida** |  $ 2,453,505,736  |  $ 1,861,995,404  |  $ 591,510,332  |  $ 3,392,885,567  |  $ 939,379,832  |
| **Georgia** |  $ 1,607,479,590  |  $ 1,236,654,762  |  $ 370,824,828  |  $ 2,222,939,291  |  $ 615,459,701  |
| **Hawaii** |  $ 230,078,345  |  $ 171,746,554  |  $ 58,331,792  |  $ 318,169,013  |  $ 88,090,667  |
| **Idaho** |  $ 338,602,815  |  $ 265,198,742  |  $ 73,404,073  |  $ 468,244,515  |  $ 129,641,700  |
| **Illinois** |  $ 2,167,802,458  |  $ 1,560,584,502  |  $ 607,217,956  |  $ 2,997,794,366  |  $ 829,991,908  |
| **Indiana** |  $ 1,128,496,498  |  $ 883,720,181  |  $ 244,776,318  |  $ 1,560,566,754  |  $ 432,070,256  |
| **Iowa** |  $ 576,798,356  |  $ 453,175,506  |  $ 123,622,850  |  $ 797,638,575  |  $ 220,840,218  |
| **Kansas** |  $ 448,044,574  |  $ 350,723,455  |  $ 97,321,119  |  $ 619,588,512  |  $ 171,543,938  |
| **Kentucky** |  $ 777,883,063  |  $ 611,711,227  |  $ 166,171,836  |  $ 1,075,713,083  |  $ 297,830,020  |
| **Louisiana** |  $ 829,170,284  |  $ 649,902,212  |  $ 179,268,072  |  $ 1,146,636,769  |  $ 317,466,485  |
| **Maine** |  $ 235,325,702  |  $ 179,553,549  |  $ 55,772,153  |  $ 325,425,437  |  $ 90,099,736  |
| **Maryland** |  $ 920,885,579  |  $ 661,924,896  |  $ 258,960,683  |  $ 1,273,467,327  |  $ 352,581,748  |
| **Massachusetts** |  $ 1,059,720,617  |  $ 733,491,107  |  $ 326,229,510  |  $ 1,465,458,481  |  $ 405,737,863  |
| **Michigan** |  $ 1,288,176,630  |  $ 997,096,396  |  $ 291,080,235  |  $ 1,781,384,015  |  $ 493,207,384  |
| **Minnesota** |  $ 830,087,977  |  $ 633,673,746  |  $ 196,414,231  |  $ 1,147,905,822  |  $ 317,817,844  |
| **Mississippi** |  $ 556,204,006  |  $ 440,258,541  |  $ 115,945,465  |  $ 769,159,215  |  $ 212,955,209  |
| **Missouri** |  $ 1,132,440,290  |  $ 883,624,750  |  $ 248,815,540  |  $ 1,566,020,515  |  $ 433,580,225  |
| **Montana** |  $ 468,004,253  |  $ 371,565,873  |  $ 96,438,379  |  $ 647,190,203  |  $ 179,185,950  |
| **Nebraska** |  $ 341,611,302  |  $ 267,715,636  |  $ 73,895,666  |  $ 472,404,869  |  $ 130,793,567  |
| **Nevada** |  $ 462,354,228  |  $ 352,923,743  |  $ 109,430,485  |  $ 639,376,939  |  $ 177,022,711  |
| **New Hampshire** |  $ 198,350,235  |  $ 154,571,377  |  $ 43,778,857  |  $ 274,293,082  |  $ 75,942,847  |
| **New Jersey** |  $ 1,738,189,487  |  $ 1,203,857,936  |  $ 534,331,551  |  $ 2,403,694,411  |  $ 665,504,924  |
| **New Mexico** |  $ 452,537,758  |  $ 349,392,859  |  $ 103,144,899  |  $ 625,802,013  |  $ 173,264,255  |
| **New York** |  $ 3,407,653,799  |  $ 2,266,612,103  |  $ 1,141,041,696  |  $ 4,712,350,669  |  $ 1,304,696,869  |
| **North Carolina** |  $ 1,261,559,482  |  $ 980,460,109  |  $ 281,099,373  |  $ 1,744,575,893  |  $ 483,016,411  |
| **North Dakota** |  $ 286,543,720  |  $ 226,510,944  |  $ 60,032,776  |  $ 396,253,425  |  $ 109,709,705  |
| **Ohio** |  $ 1,650,191,219  |  $ 1,274,511,960  |  $ 375,679,259  |  $ 2,282,004,028  |  $ 631,812,809  |
| **Oklahoma** |  $ 739,465,961  |  $ 582,371,537  |  $ 157,094,423  |  $ 1,022,587,129  |  $ 283,121,168  |
| **Oregon** |  $ 659,674,015  |  $ 497,419,749  |  $ 162,254,266  |  $ 912,245,043  |  $ 252,571,028  |
| **Pennsylvania** |  $ 2,231,205,643  |  $ 1,665,711,186  |  $ 565,494,457  |  $ 3,085,472,886  |  $ 854,267,243  |
| **Rhode Island** |  $ 279,249,442  |  $ 212,949,758  |  $ 66,299,684  |  $ 386,166,368  |  $ 106,916,927  |
| **South Carolina** |  $ 779,044,086  |  $ 614,033,614  |  $ 165,010,472  |  $ 1,077,318,629  |  $ 298,274,543  |
| **South Dakota** |  $ 324,116,565  |  $ 256,611,091  |  $ 67,505,474  |  $ 448,211,878  |  $ 124,095,314  |
| **Tennessee** |  $ 1,010,431,160  |  $ 788,538,048  |  $ 221,893,112  |  $ 1,397,297,446  |  $ 386,866,286  |
| **Texas** |  $ 4,210,609,141  |  $ 3,262,625,010  |  $ 947,984,131  |  $ 5,822,735,515  |  $ 1,612,126,374  |
| **Utah** |  $ 464,721,636  |  $ 348,783,678  |  $ 115,937,957  |  $ 642,650,762  |  $ 177,929,126  |
| **Vermont** |  $ 231,427,759  |  $ 183,760,566  |  $ 47,667,193  |  $ 320,035,080  |  $ 88,607,321  |
| **Virginia** |  $ 1,282,255,710  |  $ 982,314,918  |  $ 299,940,792  |  $ 1,773,196,137  |  $ 490,940,427  |
| **Washington** |  $ 1,009,806,820  |  $ 732,194,189  |  $ 277,612,631  |  $ 1,396,434,064  |  $ 386,627,244  |
| **West Virginia** |  $ 501,692,059  |  $ 397,368,594  |  $ 104,323,464  |  $ 693,776,143  |  $ 192,084,084  |
| **Wisconsin** |  $ 904,419,600  |  $ 704,484,114  |  $ 199,935,486  |  $ 1,250,696,978  |  $ 346,277,378  |
| **Wyoming** |  $ 291,589,675  |  $ 231,688,148  |  $ 59,901,527  |  $ 403,231,338  |  $ 111,641,663  |

**Methodology:**

2019 State Spending: Sum of the Highway apportionment for FY 19 and the Transit apportionment for FY 19.

‘No Action’ Cut in Spending: Assume Highway trust fund spending is limited to CBO current revenue baseline. Represents a 19% cut from current spending. Assume transit is limited to CBO current revenue baseline. Represents a 50% cut from current spending. Reduce highway and transit apportionments by 19% and 50% respectively and sum resulting apportionment.

Post Gas Tax Increase: Utilize [ENO Center for Transportation](https://www.enotrans.org/article/how-much-money-would-a-gas-tax-increase-raise/) estimate of 5 cents a year for five years of increased revenue. Assume additional funds first reduce existing trust fund shortfall. Calculate average additional revenue available for spending: approximately $20 billion a year. Calculate each state’s FY 19 total apportionment as a share of overall spending. Apply each state’s share to $20 billion. Add each state’s share of $20 billion to their base FY ’19 apportionment.