



"73% of the BIL's FY24 transportation infrastructure grants have gone toward Democratic-led states."

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How Political is the Bipartisan Infrastructure Law's Spending?

AN ANALYSIS OF FUNDING EXPLORING RED STATES VS. BLUE STATES



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Report Objectives

The primary objective of this report is to analyze how the Bipartisan Infrastructure Law’s (BIL) competitive transportation grant allocations are distributed among states that lean politically red (Republican Governor) and blue (Democratic Governor). By investigating competitive grants, this report aims to identify any trends or disparities in how federal infrastructure investments are awarded compared to political control.



Executive Summary

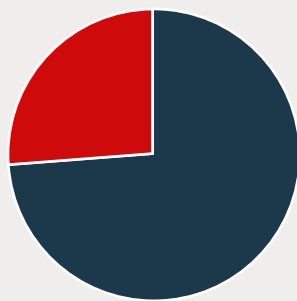
The Bipartisan Infrastructure Law (BIL) represents a historic, bipartisan investment in the United States' infrastructure, unlocking billions of dollars in grants to improve the safety, efficiency, and resilience of the nation's transportation networks. While the omnibus measure was hailed as bipartisan because it enjoyed support from both congressional Republicans and Democrats, a closer look at the grant programs' funding allocations tell a different story.

Five competitive grant programs managed by the Federal Highway Administration (FHWA)—an agency within the U.S. Department of Transportation (DOT)—were chosen to be analyzed because funding notices for the initiatives have been released for Fiscal Year 2024 under the BIL. These include the Nationally Significant Freight and Highway Projects (INFRA) program, the National Infrastructure Project Assistance (Mega) program, the Bridge Investment Project (BIP) Large Projects, the Bridge Investment Project (BIP) Planning, the Safe Streets and Roads for All (SS4A) program, and the Rural Surface Transportation (Rural) program.

The analysis concludes that between all five competitive grant programs, total spending for Fiscal Year 2024 was \$10,749,677,790. Democratic-led states, or those with Democratic governors, earned \$7,800,163,516—or 73%—of these grant allocations, while Republican-led states, or those with Republican governors, received only \$2,949,514,274—or 27%—of these grant allocations.

According to the U.S. Census Bureau, the [estimated](#) U.S. population is roughly 335 million people with approximately 45% of Americans living in Republican-led states and 55% living in Democratic-led states.

Total Grant Allocations Across All Programs — \$10.8 Billion



Democratic-Led States: \$7.8 Billion (73%)

Republican-Led States: \$3 Billion (27%)



Introduction to the Bipartisan Infrastructure Law (BIL)

The Bipartisan Infrastructure Law (BIL)—formally known as the Infrastructure Investment and Jobs Act (IIJA)—was [signed](#) into law on November 15, 2021. The landmark legislation represents one of the most significant investments in infrastructure in decades, with total funding amounting to \$1.2 trillion over a five-year period. It was heralded as bipartisan because it garnered the support of 265 members from the congressional Democratic caucus and 32 members from the congressional Republican caucus.

The BIL addresses critical needs in transportation, energy, water, and broadband infrastructure, among other areas. The legislative package includes funding to repair and upgrade roads, bridges, and railways, improve public transit systems, and support the deployment of electric vehicle (EV) infrastructure.

The BIL allocates [\\$660 billion](#) in transportation funding, which is managed by the U.S. Department of Transportation (DOT). This funding is distributed among various DOT agencies as follows:

Federal Highway Administration (FHWA)	\$365 billion
Federal Transit Administration (FTA)	\$107 billion
Federal Railroad Administration (FRA)	\$102 billion
Federal Aviation Administration (FAA)	\$25 billion
National Highway Traffic Safety Administration (NHTSA)	\$8 billion
Federal Motor Carrier Safety Administration (FMCSA)	\$5 billion
Maritime Administration (MARAD)	\$2 billion
Office of the Secretary of Transportation (OST)	\$43 billion

Key Programs & State-by-State Funding

NATIONALLY SIGNIFICANT FREIGHT AND HIGHWAY PROJECTS (INFRA) PROGRAM

The [National Significant Freight and Highway Projects \(INFRA\) Program](#), managed by the Federal Highway Administration (FHWA), is designed to address the most critical freight and highway infrastructure needs across the country. The program provides funding for large-

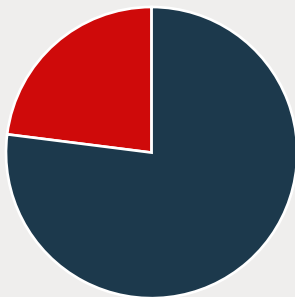


scale projects that have the potential to significantly improve the movement of goods and people, enhance safety, and reduce congestion.

Goals of the INFRA Program:

- Improve the safety, efficiency, and reliability of freight transportation.
- Address significant highway infrastructure issues impacting national freight networks.
- Support economic vitality at the national and regional levels.

Total Grant Allocations Under the INFRA Program — \$2.9 Billion



Democratic-Led States: \$2.2 Billion (77%)

Republican-Led States: \$675 Million (23%)

State-Level Spending Analysis Under the INFRA Program:

For Fiscal Year 2023-2024, the U.S. DOT [announced](#) \$2,918,200,000 under the Nationally Significant Freight and Highway Projects (INFRA) Program. Democratic-led states were allocated \$2,243,647,533 (77%), while Republican-led states were allocated \$674,552,467 (23%).

Under the INFRA Program, Washington D.C. was counted as a Democratic-led state.



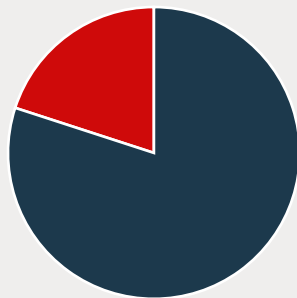
NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE (MEGA) PROGRAM

[The National Infrastructure Project Assistance \(Mega\) Program](#) is managed by the Federal Highway Administration (FHWA) and is designed to fund major, complex infrastructure projects that are too large or costly for traditional funding programs. The Mega program targets initiatives that have the potential for significant regional or national impacts, including large bridge replacements, intermodal terminals, and other sizable infrastructure undertakings.

Goals of the Mega Program:

- Support large-scale infrastructure projects that drive regional and national economic growth.
- Enable the completion of high-impact projects that require substantial investment.
- Enhance the resilience and efficiency of the nation's infrastructure networks.

Total Grant Allocations Under the Mega Program — \$2 Billion



Democratic-Led States: \$1.6 Billion (80%)

Republican-Led States: \$418 Million (20%)

State-Level Spending Analysis Under the Mega Program:

For Fiscal Year 2023-2024, the U.S. DOT [announced](#) \$2,045,650,347 under the National Infrastructure Project Assistance (Mega) Program. Democratic-led states were allocated \$1,627,588,554 (80%), while Republican-led states were allocated \$418,061,793 (20%).



BRIDGE INVESTMENT PROGRAM (BIP)

The [Bridge Investment Program](#) provides funding for bridge replacement, rehabilitation, preservation, and protection projects with the goal of reducing the number of bridges that are in poor condition. The program consists of three grant pools: large bridge project grants, planning project grants, and bridge project grants. Bridge project grant allocations under the BIP for Fiscal Year 2024 have not been released.

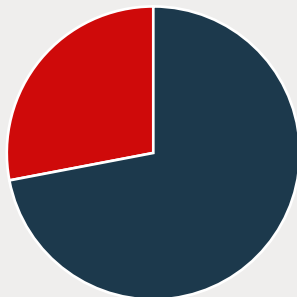
PART ONE: BRIDGE INVESTMENT PROGRAM (BIP) — LARGE BRIDGE PROJECTS

The [BIP Large Bridge Projects program](#) is a competitive grant program managed by the Federal Highway Administration (FHWA) that aims to fund large bridge projects with significant regional or national impacts.

Goals of BIP Large Bridge Projects:

- Support large bridge projects that enhance national transportation networks.
- Increase the longevity and safety of critical bridge infrastructure.
- Promote economic growth by improving connectivity and mobility.

Total Grant Allocations Under the BIP Large Bridge Projects — \$5 Billion



Democratic-Led States: \$3.6 Billion (72%)

Republican-Led States: \$1.4 Billion (28%)



State-Level Spending Analysis Under the BIP's Large Bridge Projects Program:

For Fiscal Year 2024, the U.S. DOT [announced](#) \$5,049,950,099 in grants under the Bridge Investment Program — Large Bridge Projects. Democratic-led states were allocated \$3,619,303,059 (72%), while Republican-led states were allocated \$1,430,647,040 (28%).

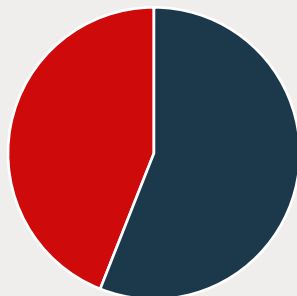
PART TWO: BRIDGE INVESTMENT PROGRAM — PLANNING PROJECT GRANTS

The [BIP Planning program](#) is a competitive grant program managed by the Federal Highway Administration (FHWA) that aims to fund the planning and design of bridge projects, particularly those aimed at improving bridge conditions and resilience. This program supports projects in their early stages, allowing states and municipalities to lay the groundwork for future large-scale bridge improvements by conducting feasibility studies, environmental reviews, and engineering designs.

Goals of BIP Planning:

- Assist in the planning and development of future bridge projects.
- Ensure that bridge projects are designed to meet safety, efficiency, and environmental standards.
- Enable communities to plan for long-term bridge improvements and maintenance.

Total Grant Allocations Under the BIP Planning — \$27 Million



Democratic-Led States: \$15 Million (56%)

Republican-Led States: \$12 Million (44%)



State-Level Spending Analysis Under the BIP's Planning Program:

For Fiscal Year 2024, the U.S. DOT [announced](#) \$26,582,567 under the Bridge Investment Program — Planning. Democratic-led states were allocated \$14,807,357 (56%), while Republican-led states were allocated \$11,775,210 (44%).

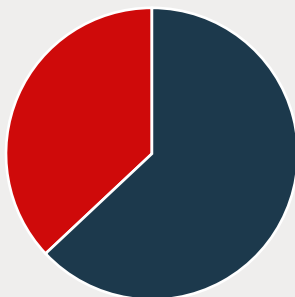
SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM — ROUND ONE OF THREE

The [Safe Streets and Roads for All \(SS4A\) program](#) is managed by the Federal Highway Administration (FHWA) and is dedicated to improving road safety, particularly in areas with high levels of vehicle-related injuries and fatalities. The program aims to significantly lower all traffic fatalities and severe injuries by supporting infrastructure upgrades, improving road design, and facilitating public education campaigns.

Goals of the SS4A program:

- Reduce the number of road fatalities and injuries, particularly in underserved communities.
- Support initiatives that address behavioral safety issues and improve road design.
- Promote safer, more equitable transportation networks across urban and rural areas.

Total Grant Allocations Under the SS4A Program — \$64 Million



Democratic-Led States: \$40 Million (63%)

Republican-Led States: \$24 Million (37%)



State-Level Spending Analysis Under the SS4A Program:

For Fiscal Year 2024, the U.S. DOT [announced](#) \$63,994,777 in grants for round one of three under the Safe Streets and Roads for All (SS4A) Program. Democratic-led states were allocated \$40,393,448 (63%), while Republican-led states were allocated \$23,601,329 (37%).

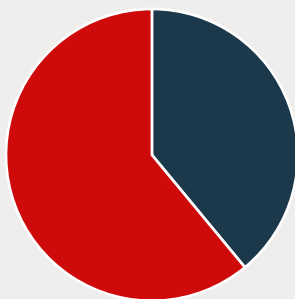
RURAL SURFACE TRANSPORTATION (RURAL) PROGRAM

The [Rural Surface Transportation \(Rural\) Program](#), which is managed by the Federal Highway Administration (FHWA), focuses on improving infrastructure in rural areas to increase connectivity, enhance the movement of people and freight, and generate regional economic growth and improve quality of life.

Goals of the Rural program:

- Enhance the safety and reliability of surface transportation infrastructure in rural communities.
- Promote economic development by improving access to markets and services.
- Increase connectivity between rural regions and larger transportation networks.

Total Grant Allocations Under the Rural Program — \$645 Million



Democratic-Led States: \$255 Million (39%)

Republican-Led States: \$390 Million (61%)



State-Level Spending Analysis Under the Rural Program:

For Fiscal Year 2023-2024, the U.S. DOT [announced](#) \$645,300,000 in grants under the Rural Surface Transportation (Rural) Program. Democratic-led states were allocated \$254,423,565 (39%), while Republican-led states were allocated \$390,876,435 (61%).

Methodology

The analysis was conducted using state-by-state funding data from five key programs under the Department of Transportation's Federal Highway Administration (FHWA) that have finalized and released grant allocations for Fiscal Year 2024. Two of the selected programs announced grant allocations for Fiscal Year 2023-2024 (grants awarded for 2024 in 2023), while the other three initiatives announced grant allocations for Fiscal Year 2024 (grants awarded for 2024 during the calendar year). These five programs are:

- 1) Nationally Significant Freight and Highway Projects (INFRA) Program
- 2) National Infrastructure Project Assistance (Mega) Program
- 3) Bridge Investment Program (BIP)
 - a) Large Projects
 - b) Planning Project Grants
- 4) Safe Streets and Roads for All (SS4A)
- 5) Rural Surface Transportation (Rural) Program

Total grant allocations for each state are tagged as either "Republican funding" or "Democratic funding," depending on whether that state has elected a Republican or Democratic Governor. Once each states' funding allocations are separated into one of two categories, the totals for each program are added up, providing comprehensive insights into the partisan breakdown of each competitive grant program.

The Tribal Transportation Program Safety Fund released FY24 grant allocations but was not included in this analysis since many tribal communities are treated as distinct political entities.