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USDOT Reveals How It's Handing Out Infrastructure Money to the States.

Of course, a bill as huge as the five-year, \$1.2-trillion Infrastructure Investment and Jobs Act signed into law by President Biden Nov. 15 will deliver benefits to every one of the 50 states and the District of Columbia. But how much benefit will vary from state to state. A [report in Mass Transit](#) examined the factors the U.S. Department of Transportation used to determine how to divvy up the portion of the \$1.2 trillion devoted to public transit.

For starters, every state will get at least 31 percent more money in the first year of the cycle than it got from the transit portion of the funding bill it replaced, the Fixing America's Surface Transportation Act (FAST Act). The District of Columbia will see the greatest percentage increase, 52 percent, while ten states will see increases of at least 40 percent. From largest to smallest percentage, they are: Vermont, Wyoming, Alaska, Maine, New York, Illinois, North Dakota, Pennsylvania, Massachusetts and New Hampshire.

On average, American transit riders spend 77.5 percent more time commuting by transit than by car. Strategic spending could change that. Today, the five states with the highest time penalty: Wyoming (150.3 percent), Idaho (150.2), Nevada (133.9), Connecticut (130.4) and Rhode Island (120.1). Arkansas transit users spent the least amount of extra time riding (31.3 percent).

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NEXT CITY

SANDY SMITH

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