

## Baltimore Bridge Report Says \$57 Billion Needed For Highways

In the wake of the Francis Scott Key Bridge collapse, and the blockage of the United State's ninth largest port, TRIP highlights the increasing backlog of infrastructure deterioration and the need for more domestic funding.

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Photo Credit: AdobeStock\_225410051

In the weeks since the collapse of the Francis Scott Key Bridge, there has been plenty of analysis conducted by supply chain experts, reporters, and government officials. The ramifications of the disaster have a far greater reach beyond that of local traffic disruptions, even while that is a major concern for residents. Due to the fact that this bridge contained a portion of Interstate 695, and connected to the ninth largest US port, it means the arterial roadway's value extends to the entire region.

“The tragic collapse of the Key Bridge in Baltimore has had a significant impact on businesses across Maryland, disrupting the movement of goods and people throughout the region,” said Mary D. Kane, president & CEO of the Maryland Chamber of Commerce. “This event has underscored the crucial role that our nation’s infrastructure plays in supporting the daily lives of our citizens and the smooth functioning of our economy. As the unified voice of the Maryland business community, we are committed to continuing to work with our Building Bridges to Recovery Coalition, state and federal partners, as well as businesses across the state to advocate for the resources and policies needed to address these infrastructure challenges and preserve the resilience of our supply chains.”

[TRIP](#), a national transportation research nonprofit, released a new report that underscores the enormous economic value that travels via the interstate highway system, as well as the need to preserve and improve that system with greater and new investments. The "supply chain" is a term frequently tossed around whenever one of these unfortunate incidents occur, like the [Philadelphia fire and bridge collapse in 2023](#), and it can be difficult for many people to put it into concrete terms. However, the flip-side of these accidents is that it can make that nebulous concept more tangible.

Whether goods arrive by train, ship, or plane, one thing that remains constant is that at least the last leg of that journey is going to be on the bed of a truck, traveling the interstate highway system. Here are some figures from the TRIP report that demonstrate the significant usage large combination trucks put on our roadways.

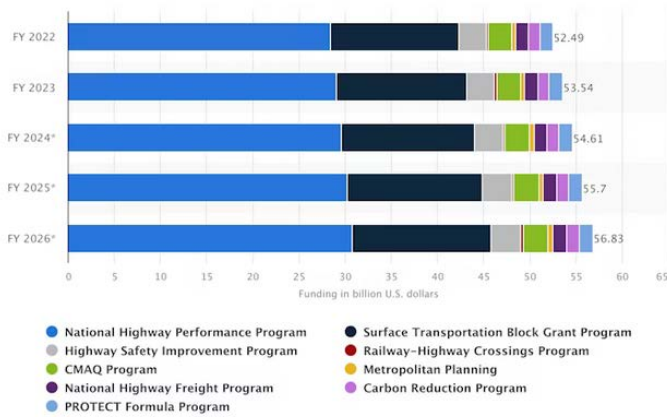
### [From the report:](#)

In 2022 the U.S. freight system moved 19.7 billion tons of freight, valued at \$18.8 trillion, with trucks carrying 72% of freight by value and 64% by weight. From 2000 to 2022, vehicle miles of travel by large commercial trucks in the U.S. increased by 44%. From 2022 to 2050, freight moved annually in the U.S. by trucks is expected to increase 93% in value (inflation-adjusted dollars) and 47% by weight. U.S. business logistics costs reached \$2.3 trillion in 2022, representing 9.1% of U.S. GDP – the highest share ever.

The big funding figures published in this current report actually comes from a 2019 Transportation Research Board (TRB) study, [Renewing the National Commitment to the Interstate Highway System: A Foundation for the Future](#), which characterizes the current infrastructure shortcomings in the US as due to age, heavy use, and repeated deferrals from investment. The report calls for an increase in highway spending from the 2018 \$23 billion level, to \$57 billion annually for the next twenty years. That sounds like a huge leap, except that the

Infrastructure and Jobs Act (IIJA) signed into law on November 15, 2021, committed \$350 billion in highway and bridge funds over a five year span, ending in 2026.

Here's a graphical breakdown.



<https://www.statista.com/statistics/1362134/highway-funding-on-the-iija-in-the-us-by-program/>

Also, [the 2024 fiscal year budget request for the FHWA](#) totaled \$60.8 billion, which when added to the \$9.5 billion in advances appropriations contained in the IIJA, resulted in a grand total of \$70.3 billion. In addition, the Budget proposes to repurpose \$60 million to make impactful change, particularly in underserved communities, through the Active Transportation Infrastructure Investment Program (ATIIP). Clearly, there is a lot of funding going into our national infrastructure, even up to and exceeding what experts have called for. The question might be then, is the money going to the best solutions?

According to TRIP, "In 2022, thirteen percent of travel on Interstate highways and twenty-two percent of travel on rural Interstate highways was by combination trucks and fifty-seven percent of large commercial truck vehicle miles of travel in 2022 was on Interstate highways." These types of vehicles are the most taxing on road pavements, in some cases, capable of stressing structural integrity as much as [2,500 times that of an average sedan](#).

Concerning the latest report Carolyn Kelly, Director of Communication & Research for TRIP, told Forconstructionpros, "While this report doesn't necessarily break any new ground, it does highlight our dependence on these vital pieces of infrastructure, whether they be bridges or otherwise, and it reinforces the need to properly maintain and invest in them to reduce disruptions of this kind."

While the most recent crisis [wasn't necessarily a direct result of infrastructure neglect and decline](#), there are still an estimated three percent of bridges in poor condition on the national highway system, and nearly sixty percent are

considered fair condition. Funding for those upgrades and repairs are absolutely essential, that is unquestionable.

Here is a chart, provided by TRIP that shows, "state-by-state data for freight movement by value and weight, the projected increase in freight movement by value and weight from 2022-2050, the share of vehicle miles of travel (VMT) by combination trucks on the Interstate and on Rural Interstates, and the share of Interstate bridges in poor and fair condition."

STATE	2022 Freight by Value - All Modes	2022 Freight by Weight - All Modes	2022-2050 Increase in Freight - All Modes		Share of Interstate VMT by Combination Trucks		Interstate Bridge Conditions	
	Millions of \$	Thousands of Tons	By Value	By Weight	All	Rural	Poor	Fair
Alabama	447,790	590,035	93%	49%	15%	20%	1%	81%
Alaska	78,298	52,539	55%	63%	4%	7%	5%	48%
Arizona	365,431	272,528	98%	55%	18%	28%	1%	38%
Arkansas	224,659	321,674	100%	57%	27%	33%	2%	55%
California	2,845,127	1,397,905	107%	63%	8%	19%	5%	44%
Colorado	325,558	343,633	105%	66%	8%	13%	4%	63%
Connecticut	294,226	172,556	94%	49%	9%	16%	2%	78%
Delaware	102,057	64,774	112%	69%	16%	0%	0%	83%
D.C.	40,139	12,408	89%	43%	0%	0%	1%	54%
Florida	1,064,559	838,912	101%	58%	8%	14%	0%	30%
Georgia	985,880	629,488	101%	61%	14%	24%	0%	21%
Hawaii	52,336	40,338	219%	49%	1%	0%	1%	72%
Idaho	114,427	180,297	91%	63%	18%	23%	4%	79%
Illinois	1,571,188	1,270,882	83%	44%	17%	30%	7%	70%
Indiana	812,224	814,538	89%	42%	28%	34%	2%	45%
Iowa	377,356	637,557	98%	58%	22%	27%	1%	61%
Kansas	332,466	400,078	92%	68%	14%	19%	1%	26%
Kentucky	604,849	502,058	84%	31%	18%	21%	3%	77%
Louisiana	581,048	1,383,421	76%	43%	16%	16%	2%	57%
Maine	87,093	91,101	91%	48%	11%	12%	8%	79%
Maryland	390,176	304,649	100%	40%	6%	13%	1%	74%
Massachusetts	491,645	244,272	102%	55%	5%	13%	7%	77%
Michigan	1,090,656	755,676	85%	57%	12%	17%	6%	70%
Minnesota	513,798	760,175	90%	37%	9%	22%	2%	66%
Mississippi	328,550	485,850	101%	49%	19%	24%	2%	47%
Missouri	489,345	454,744	100%	53%	18%	27%	4%	71%
Montana	87,934	189,956	73%	24%	18%	20%	2%	80%
Nebraska	216,965	384,041	108%	77%	24%	31%	1%	37%
Nevada	163,863	149,527	98%	53%	22%	24%	0%	41%
New Hampshire	117,112	82,107	86%	45%	2%	3%	3%	42%
New Jersey	996,118	513,579	101%	58%	7%	13%	3%	77%
New Mexico	143,455	234,067	53%	5%	14%	20%	3%	68%
New York	1,338,798	742,787	99%	61%	9%	18%	6%	64%
North Carolina	741,329	478,154	100%	59%	8%	12%	3%	55%
North Dakota	219,235	574,479	77%	44%	18%	22%	2%	59%
Ohio	1,085,222	980,297	98%	42%	12%	22%	1%	31%
Oklahoma	295,369	430,806	86%	47%	15%	23%	0%	57%
Oregon	303,482	310,063	91%	65%	14%	20%	0%	86%
Pennsylvania	1,137,664	896,629	99%	40%	14%	24%	3%	68%
Rhode Island	79,914	49,725	94%	61%	4%	10%	9%	63%
South Carolina	453,333	311,857	116%	75%	12%	16%	3%	68%
South Dakota	84,806	181,706	88%	48%	16%	19%	1%	74%
Tennessee	813,098	551,523	109%	46%	27%	28%	3%	60%
Texas	3,132,697	3,403,458	89%	46%	15%	31%	1%	56%
Utah	248,901	227,627	101%	45%	13%	24%	0%	80%
Vermont	54,056	40,600	97%	33%	6%	7%	2%	56%
Virginia	537,771	504,353	91%	40%	11%	18%	1%	81%
Washington	618,140	607,123	114%	44%	8%	15%	6%	52%
West Virginia	125,576	307,107	79%	-7%	19%	19%	13%	78%
Wisconsin	566,595	601,547	85%	47%	13%	19%	1%	51%
Wyoming	62,042	356,064	89%	-4%	28%	31%	4%	75%
<b>U.S. Total</b>	<b>28,234,355</b>	<b>26,181,271</b>	<b>96%</b>	<b>44%</b>	<b>13%</b>	<b>22%</b>	<b>3%</b>	<b>59%</b>

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