

Methodology and Source Information

States Fall Short of Funding Needed to Keep Roads and Bridges in Good Repair

Data sources

The research and analysis that underpin this report were based on state-produced Transportation Asset Management Plans (TAMPs), as well as annual financial reports and other state-level transportation planning documents. TAMPs, mainly published in 2022 based on reporting requirements in the Moving Ahead for Progress in the 21st Century Act (MAP-21), were the primary source for the quantitative data on performance and funding targets, projections, and gaps used throughout the report. Pew also analyzed TAMPs from 2018 to compare reporting practices over time and offer a broader perspective and additional context on state DOTs' approaches to managing transportation assets.

Pew researchers sought to verify the TAMP data with state DOTs and received responses from 25 states. For states that did not respond, the researchers checked the data internally with a panel of reviewers.

Federal requirements for state TAMP reporting

In 2012, MAP-21 introduced the requirement for state departments of transportation (DOTs) to produce TAMPs as part of a systematic, data-driven approach to maintaining the National Highway System (NHS).¹ The goal of TAMP reporting is to ensure that roads and bridges across the nation remain safe and functional over the long term. Most states published their first TAMPs in 2018.

Subsequent federal legislation expanded these requirements. The 2015 Fixing America's Surface Transportation Act (FAST Act)—which authorized funding for highways, public transit, and freight projects—added risk-based asset management, life cycle planning, and details on investment strategies as part of required disclosures in TAMPs to improve accountability, efficiency, and sustainability of the infrastructure assets.² In 2021, the federal Infrastructure Investment and Jobs Act, which provided \$1.2 trillion in funding for transportation, water, broadband, and other critical infrastructure projects, expanded even further on these requirements, calling for states to incorporate resilience and extreme weather considerations into their asset management processes.³

TAMPs serve as a strategic tool, combining data on infrastructure conditions, management strategies, and long-term financial forecasts. According to the Federal Highway Administration (FHWA), TAMPs are intended to serve as a roadmap for sustainable transportation network stewardship, helping states use resources more effectively and justify funding, and demonstrating how DOTs work to fulfill their missions.⁴ At a minimum, TAMPs must include:

1. A summary of NHS pavement and bridge assets in the state, including their condition.

2. Asset management objectives and measures.
3. Identification of performance gaps.
4. Life cycle cost and risk management analysis.
5. A financial plan.
6. Investment strategies.

Condition reporting

States must update their TAMPs and have them certified by the FHWA every four years, with revisions required for significant changes.⁵ Failure to comply can result in penalties, including reduced flexibility in using federal funds, increased oversight, and potential loss of federal funding.

States must use the National Performance Management Measures,⁶ which include:

1. Proportion of interstate system pavement in good condition.
2. Proportion of interstate system pavement in poor condition.
3. Proportion of non-interstate NHS pavement in good condition.
4. Proportion of non-interstate NHS pavement in poor condition.
5. Proportion of NHS bridges by deck area in good condition.
6. Proportion of NHS bridges by deck area in poor condition.

Financial reporting

In their financial plans, DOTs must project costs and funding needs over at least 10 years and detail:

1. Projected costs of future work, broken down by fiscal year and work type, based on selected investment strategies.
2. Projected funding availability, by fiscal year, to address future work. If future funding is uncertain, states may use estimates based on historical value.
3. Identify expected funding sources.
4. Estimate the value of NHS assets, along with the annual investments needed to maintain them.

Investment strategies aim to achieve and sustain a state of good repair (SOGR) throughout the asset life cycle while meeting state DOT targets and national goals.⁷ States are expected to include investment strategies in their TAMPs that detail:

1. Performance gap analysis.
2. Life cycle planning for asset classes or subgroups.

3. Risk management analysis.
4. Projections of available funding and estimated costs for alternative investment strategies.

Endnotes

¹ 112th Congress, Moving Ahead for Progress in the 21st Century Act (MAP-21), Pub. L. No. 112-141 (2012), <https://www.congress.gov/112/plaws/publ141/PLAW-112publ141.pdf>.

² 114th Congress, Fixing America's Surface Transportation (FAST) Act, Pub. L. No. 114-94 (2015), <https://www.congress.gov/bill/114th-congress/house-bill/22/text?overview=closed&r=2>.

³ U.S. House of Representatives, Infrastructure Investment and Jobs Act, H.R. 3684 (2021), <https://www.congress.gov/bill/117th-congress/house-bill/3684>.

⁴ "Transportation Asset Management Plans," U.S. Department of Transportation, Jan. 28, 2025, <https://www.fhwa.dot.gov/asset/plans.cfm>.

⁵ Federal Highway Administration, § 515.13 Process Certification and Recertification, and Annual Plan Consistency Review, Title 23, Chapter I, Subchapter F Fed. Reg. 231-33 (March 21, 2025), <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-F/part-515/section-515.13>.

⁶ Federal Highway Administration, National Performance Management Measures; Assessing Pavement Condition of the National Highway Performance Program and Bridge Condition for the National Highway Performance Program, 82 Fed. Reg. 5886 (Jan. 18, 2017), <https://www.govinfo.gov/content/pkg/FR-2017-01-18/pdf/2017-00550.pdf>.

⁷ U.S. Department of Transportation, "Transportation Asset Management Plan Development Processes Certification and Recertification Guidance," <https://www.fhwa.dot.gov/asset/guidance/certification.pdf>.