



Economic Opportunities from Investments in Clean Energy and Transportation Infrastructure

BPC assessed the economic effects of various infrastructure policies as part of a broader economic modeling analysis. A full description of the policies and the modeling methodology can be found in the technical report located at <https://decarbamerica.org/technical-results/>. The following tables include the national and state-level employment and GDP impacts for select transportation and transmission policies.

Table 1. National Level Average Annual Employment and GDP Impacts by Policy¹

Policy	Total Funding Level²	Average Annual Jobs Supported³	Average Annual GDP Supported
<i>Fully fund surface transportation backlog</i>	\$591 billion over 6 years	930,400	\$120.3 billion
<i>Fully fund transit maintenance backlog</i>	\$99 billion over 6 years	100,700	\$16.3 billion
<i>New transit construction</i>	\$7.5 billion over 5 years	9,900	\$1.5 billion
<i>Zero emission bus procurement</i>	\$520 million over 2 years	1,684	\$242 million
<i>Alternative refueling infrastructure</i>	\$5 billion over 10 years	3,100	\$472 million
<i>Port infrastructure for offshore wind</i>	\$250 million over 3 years	900	\$106 million
<i>Long-distance, high voltage transmission lines</i>	\$5 billion over 10 years	4,900	\$593 million
Notes:			
1. Average annual employment and GDP impacts for each policy are based on impacts for the number of years funded. For example, impacts associated with fully funding the surface transportation backlog are based on annual impacts estimated over a six-year period.			
2. The federal funding level for each policy represents resources committed by the federal government. Some policies (e.g., those with a matching requirement) would result in a total expenditure in excess of the federally funded amount.			
3. Includes direct, indirect, and induced jobs.			



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Table 2. State Level Average Annual Employment Impacts by Policy¹

State	Surface Transportation Backlog	Transit Maintenance Backlog	New Transit Construction	Zero Emission Bus Procurement	Alt. Refueling Infrastructure	Port Infrastructure	Transmission Lines
Alabama	12,020	1,476	153	29	42	6	61
Alaska	1,876	144	15	2	4	1	10
Arizona	18,798	1,739	178	27	52	8	100
Arkansas	7,582	849	84	15	29	4	39
California	110,258	11,661	1,145	177	343	105	578
Colorado	18,924	1,648	167	26	49	8	103
Connecticut	9,422	1,192	108	18	41	5	48
Delaware	2,761	267	26	4	8	1	15
Dist. of Col.	3,238	413	32	5	9	2	17
Florida	61,084	5,402	547	86	167	27	333
Georgia	26,926	3,045	294	51	96	13	139
Hawaii	4,058	329	34	5	10	2	22
Idaho	5,170	469	49	8	15	2	27
Illinois	34,977	4,397	414	71	138	18	176
Indiana	19,403	2,755	300	59	70	9	98
Iowa	9,988	1,142	114	20	40	5	51
Kansas	8,219	916	92	15	28	4	42
Kentucky	11,338	1,633	164	34	50	6	57
Louisiana	14,853	1,060	117	19	36	6	82
Maine	3,728	346	36	6	10	55	19
Maryland	17,188	1,559	153	24	45	7	93
Massachusetts	22,061	2,458	229	36	73	64	115
Michigan	25,230	3,975	416	81	96	13	128
Minnesota	17,998	2,022	199	31	63	9	91
Mississippi	6,427	811	78	15	30	3	32
Missouri	16,914	2,010	194	34	65	8	87
Montana	3,245	249	27	4	8	1	17
Nebraska	6,375	630	66	11	19	3	33
Nevada	9,911	942	82	16	41	4	53
New Hampshire	4,002	511	46	8	19	2	20
New Jersey	23,359	2,590	248	39	74	65	120



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New Mexico	5,154	432	43	7	13	2	28
New York	54,733	5,750	551	88	168	81	287
North Carolina	28,088	3,217	301	54	115	66	146
North Dakota	2,917	248	28	4	7	1	15
Ohio	33,033	4,432	435	83	141	16	165
Oklahoma	10,195	1,018	105	18	32	5	53
Oregon	12,911	1,265	133	20	38	6	67
Pennsylvania	37,265	4,258	393	70	151	19	189
Rhode Island	2,805	309	30	5	10	54	14
South Carolina	13,285	1,647	156	31	59	6	70
South Dakota	2,811	271	30	5	8	1	15
Tennessee	18,412	2,523	240	48	85	9	93
Texas	86,499	8,003	824	132	248	36	462
Utah	10,940	957	100	16	30	4	59
Vermont	1,956	204	20	3	7	1	10
Virginia	23,940	2,538	235	39	75	64	128
Washington	22,972	2,084	214	34	65	10	125
West Virginia	4,712	393	41	7	14	2	24
Wisconsin	18,335	2,395	216	41	97	9	91
Wyoming	2,083	131	15	2	5	1	11

Notes:

1. Average annual employment impacts for each policy are based on impacts for the number of years funded. For example, impacts associated with fully funding the surface transportation backlog are based on annual impacts estimated over a six-year period.



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Table 3. State Level Average Annual GDP Impacts by Policy¹

State	Surface Transportation Backlog	Transit Maintenance Backlog	New Transit Construction	Zero Emission Bus Procurement	Alt. Refueling Infrastructure	Port Infrastructure	Transmission Lines
Alabama	\$1,265,390,340	\$202,203,384	\$20,336,140	\$3,785,799	\$5,319,897	\$606,556	\$5,991,597
Alaska	\$365,119,954	\$23,594,927	\$2,571,861	\$414,004	\$785,278	\$169,328	\$1,482,255
Arizona	\$2,149,320,801	\$250,942,810	\$24,883,426	\$3,391,777	\$6,890,384	\$975,559	\$10,659,380
Arkansas	\$779,287,811	\$100,587,948	\$9,660,085	\$1,608,993	\$3,451,091	\$381,828	\$3,781,222
California	\$16,560,191,406	\$2,411,255,330	\$219,463,959	\$28,731,195	\$58,471,889	\$14,315,244	\$81,768,118
Colorado	\$2,467,577,148	\$268,590,213	\$24,257,201	\$3,449,332	\$7,231,572	\$1,061,000	\$12,638,266
Connecticut	\$1,453,312,805	\$209,691,503	\$18,452,119	\$2,877,825	\$6,744,333	\$810,368	\$7,231,909
Delaware	\$422,082,987	\$44,701,062	\$4,252,134	\$659,712	\$1,398,543	\$217,191	\$2,140,252
Dist. of Col.	\$480,646,118	\$69,525,993	\$5,284,141	\$781,844	\$1,438,037	\$318,871	\$2,431,204
Florida	\$6,522,101,725	\$688,366,353	\$68,118,568	\$9,834,387	\$19,990,228	\$3,021,176	\$34,578,186
Georgia	\$3,530,774,333	\$469,753,723	\$42,327,557	\$6,990,354	\$15,382,832	\$1,727,864	\$17,786,749
Hawaii	\$534,111,165	\$44,124,056	\$4,550,562	\$699,472	\$1,333,597	\$242,685	\$2,926,406
Idaho	\$520,350,881	\$57,811,932	\$6,032,126	\$809,504	\$1,741,706	\$213,827	\$2,659,990
Illinois	\$4,867,055,257	\$720,706,807	\$64,696,263	\$10,612,781	\$23,308,445	\$2,530,387	\$23,600,436
Indiana	\$2,226,877,889	\$421,317,291	\$45,577,065	\$8,847,992	\$9,388,285	\$1,089,018	\$10,646,793
Iowa	\$1,127,408,366	\$157,660,955	\$15,109,958	\$2,386,121	\$5,528,435	\$544,224	\$5,465,967
Kansas	\$975,188,558	\$132,697,464	\$12,618,154	\$1,929,121	\$4,038,538	\$465,399	\$4,726,373
Kentucky	\$1,235,169,088	\$222,128,446	\$22,458,821	\$4,538,579	\$6,309,715	\$585,292	\$5,984,092
Louisiana	\$1,786,630,859	\$140,768,359	\$15,409,362	\$2,394,141	\$4,644,570	\$737,567	\$8,469,600
Maine	\$342,654,760	\$40,126,403	\$4,030,077	\$573,626	\$1,035,639	\$6,129,139	\$1,723,651
Maryland	\$2,115,750,651	\$262,714,773	\$22,545,307	\$3,166,725	\$6,070,566	\$1,019,580	\$11,061,857
Massachusetts	\$3,136,593,424	\$462,748,550	\$38,514,384	\$5,476,870	\$12,571,628	\$7,565,432	\$15,782,944
Michigan	\$2,998,804,199	\$695,282,939	\$74,400,151	\$15,271,160	\$14,392,615	\$1,442,844	\$14,937,626
Minnesota	\$2,286,892,049	\$312,466,985	\$29,062,768	\$4,267,984	\$9,756,986	\$1,080,940	\$10,835,618
Mississippi	\$652,190,155	\$96,376,429	\$9,236,619	\$1,760,022	\$3,488,273	\$306,214	\$3,126,119
Missouri	\$1,796,320,638	\$285,917,221	\$25,352,358	\$4,510,998	\$9,269,343	\$907,461	\$8,850,518
Montana	\$363,060,964	\$28,805,686	\$3,049,277	\$468,814	\$895,998	\$148,241	\$1,735,429
Nebraska	\$649,581,991	\$89,727,421	\$8,672,284	\$1,346,373	\$2,565,744	\$363,981	\$3,092,168
Nevada	\$1,122,612,549	\$117,756,518	\$10,430,250	\$1,867,328	\$4,882,141	\$514,976	\$5,618,355
New Hampshire	\$468,189,423	\$84,372,072	\$6,409,021	\$1,101,352	\$3,264,461	\$238,478	\$2,239,628
New Jersey	\$3,398,248,169	\$440,411,758	\$39,868,936	\$5,821,857	\$11,961,610	\$7,720,945	\$17,078,433



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New Mexico	\$561,414,510	\$48,797,970	\$5,000,538	\$744,137	\$1,505,146	\$264,183	\$2,582,218
New York	\$8,687,445,475	\$1,049,037,587	\$98,803,372	\$14,638,483	\$28,463,123	\$10,940,031	\$43,832,660
North Carolina	\$3,171,175,334	\$503,547,877	\$43,206,650	\$7,328,585	\$17,831,297	\$7,498,876	\$15,662,123
North Dakota	\$377,501,750	\$34,093,354	\$3,873,644	\$534,952	\$966,268	\$161,597	\$1,835,473
Ohio	\$4,096,142,537	\$640,023,519	\$58,706,418	\$11,124,064	\$22,054,832	\$2,011,503	\$19,474,114
Oklahoma	\$1,321,327,861	\$127,496,035	\$13,315,529	\$2,090,797	\$4,114,240	\$626,476	\$5,735,080
Oregon	\$1,480,213,053	\$202,743,111	\$20,688,419	\$2,550,241	\$5,222,917	\$662,670	\$7,118,855
Pennsylvania	\$4,860,842,041	\$603,647,278	\$53,864,259	\$9,241,886	\$21,774,091	\$2,376,809	\$23,592,883
Rhode Island	\$318,179,682	\$42,380,046	\$3,736,413	\$580,693	\$1,357,955	\$6,113,649	\$1,627,843
South Carolina	\$1,445,120,768	\$245,970,062	\$21,210,064	\$4,460,715	\$10,132,265	\$623,331	\$7,376,820
South Dakota	\$313,067,362	\$35,951,407	\$3,789,516	\$576,366	\$1,034,714	\$157,087	\$1,545,582
Tennessee	\$2,139,403,361	\$387,267,700	\$34,203,454	\$7,233,836	\$14,740,581	\$1,047,255	\$10,622,082
Texas	\$12,605,987,630	\$1,426,920,390	\$145,001,794	\$21,661,897	\$37,445,844	\$5,476,803	\$59,453,242
Utah	\$1,225,626,078	\$136,776,484	\$13,203,831	\$2,069,726	\$3,899,877	\$502,142	\$6,273,569
Vermont	\$177,517,507	\$24,680,826	\$2,169,081	\$327,518	\$778,403	\$90,767	\$854,953
Virginia	\$2,761,970,174	\$425,774,363	\$31,271,096	\$4,855,635	\$9,774,157	\$7,306,752	\$14,254,540
Washington	\$3,083,347,331	\$394,683,019	\$37,129,066	\$4,888,030	\$9,971,400	\$1,474,039	\$16,067,213
West Virginia	\$621,344,910	\$49,092,038	\$5,409,377	\$948,794	\$1,541,711	\$238,421	\$2,737,541
Wisconsin	\$2,116,709,757	\$337,823,700	\$27,695,655	\$5,386,767	\$15,119,118	\$974,543	\$10,138,808
Wyoming	\$346,812,841	\$20,570,688	\$2,305,616	\$380,332	\$749,671	\$127,855	\$1,335,613

Notes:

1. Average annual GDP impacts for each policy are based on impacts for the number of years funded. For example, impacts associated with fully funding the surface transportation backlog are based on annual impacts estimated over a six-year period.