



FACT SHEET: The Cost of Republican Inaction on Creating Jobs by Rebuilding our Roads, Rails, and Bridges

America should be creating good-paying jobs by building newer, better infrastructure that will lay the foundation for a strong economy. But instead, we have a \$1 trillion infrastructure deficit that is holding us back and helping other countries get ahead.

Senate Democrats believe that the next long-term Surface Transportation Reauthorization bill should provide increased and stable funding for our nation's highways, bridges, transit and rail systems – not just tread water while our infrastructure continues to crumble. Unfortunately, Republicans have not acted to extend the current highway bill, which expires at the end of May. Instead, the Republican Budget cuts transportation funding by over \$200 billion while giving more tax breaks to millionaires and special interests.

Democrats are ready to work with Republicans on a long-term transportation bill that makes meaningful increases in infrastructure investment. If Republicans fail to act, the result will be a massive cut from the levels of funding we need to create jobs, compete internationally, and have a strong economy.

BACKGROUND

- **Highways and bridges face an \$808.2 billion backlog of investment needs, including \$479.1 billion in critical repair work.** The United States needs \$3.6 trillion in infrastructure investment by 2020 to bring infrastructure to a safe and reliable state of “good repair”. [[DOT](#), [ASCE](#)]
- **Americans spend 5.5 billion hours in traffic each year, costing families more than \$120 billion in extra fuel and lost time.** American businesses pay \$27 billion a year in extra freight transportation costs, increasing shipping delays and raising prices on everyday products. Underinvestment impacts safety too. There were more than 33,000 traffic fatalities last year alone and roadway conditions are a significant factor in approximately one-third of traffic fatalities. [White House, [7/14](#)]
- **Investing in our transportation infrastructure would create millions of jobs.** According to a study by Duke University, expanding federal funding consistent with U.S. DOT's request to improve conditions and performance of transportation infrastructure would result in over 2.47 million jobs, or 58% more jobs than current funding levels, and over \$404 billion in total economic impact. Infrastructure investments average a 15 to 25% economic return. That is, for every dollar invested in infrastructure, the economy grows by \$1.15 to \$1.25 [CBO, [2/14](#)] [[Alliance for American Manufacturing](#), [Duke University](#)]

Without a robust, long-term transportation funding bill, all 50 states will see a cut in infrastructure funding from what is needed. To see how much Fiscal Year 2016

federal-aid highway and federal transit funding your state would receive under an extension with flat funding compared to the President’s GROW AMERICA Act, please see tables below.

FY16 HIGHWAY FUNDING CUTS – President’s Request vs. Flat Funding (In Millions)

State	FY16 Federal-Aid Highway allocation - Flat Funding	FY16 Federal-Aid Highway allocation in President’s budget	Lost highway funding
Alabama	\$739	\$906	(\$167)
Alaska	\$489	\$595	(\$106)
Arizona	\$713	\$865	(\$152)
Arkansas	\$505	\$617	(\$112)
California	\$3,577	\$4,289	(\$712)
Colorado	\$521	\$631	(\$110)
Connecticut	\$489	\$592	(\$103)
Delaware	\$165	\$200	(\$35)
D.C.	\$155	\$189	(\$34)
Florida	\$1,846	\$2,263	(\$417)
Georgia	\$1,258	\$1,531	(\$273)
Hawaii	\$165	\$200	(\$35)
Idaho	\$279	\$340	(\$61)
Illinois	\$1,386	\$1,677	(\$291)
Indiana	\$929	\$1,131	(\$202)
Iowa	\$469	\$574	(\$105)
Kansas	\$368	\$450	(\$82)
Kentucky	\$648	\$793	(\$145)
Louisiana	\$684	\$838	(\$154)
Maine	\$180	\$219	(\$39)
Maryland	\$584	\$705	(\$121)
Massachusetts	\$592	\$712	(\$120)
Michigan	\$1,026	\$1,244	(\$218)
Minnesota	\$635	\$773	(\$138)
Mississippi	\$471	\$577	(\$106)
Missouri	\$923	\$1,128	(\$205)
Montana	\$400	\$488	(\$88)
Nebraska	\$282	\$344	(\$62)

Nevada	\$354	\$428	(\$74)
New Hampshire	\$161	\$195	(\$34)
New Jersey	\$973	\$1,172	(\$199)
New Mexico	\$358	\$437	(\$79)
New York	\$1,636	\$1,967	(\$331)
North Carolina	\$1,015	\$1,235	(\$220)
North Dakota	\$242	\$295	(\$53)
Ohio	\$1,306	\$1,583	(\$277)
Oklahoma	\$618	\$757	(\$139)
Oregon	\$487	\$594	(\$107)
Pennsylvania	\$1,599	\$1,941	(\$342)
Rhode Island	\$213	\$259	(\$46)
South Carolina	\$612	\$749	(\$137)
South Dakota	\$275	\$335	(\$60)
Tennessee	\$824	\$1,004	(\$180)
Texas	\$3,075	\$3,745	(\$670)
Utah	\$314	\$383	(\$69)
Vermont	\$198	\$240	(\$42)
Virginia	\$992	\$1,206	(\$214)
Washington	\$661	\$803	(\$142)
West Virginia	\$426	\$520	(\$94)
Wisconsin	\$733	\$895	(\$162)
Wyoming	\$250	\$304	(\$54)

Click for links to [state by state fact sheets](#) from U.S. Department of Transportation on Administration's GROW AMERICA Act

FY16 PUBLIC TRANSPORTATION FUNDING CUTS – President's Request vs. Flat Funding (In Millions)

State	FY16 Federal Transit Administration allocation - flat funding	FY16 Federal Transit Administration allocation in President's Budget	Lost Federal Transit Administration funding
Alabama	\$53	\$82	(\$29)
Alaska	\$45	\$69	(\$24)
Arizona	\$106	\$164	(\$58)
Arkansas	\$31	\$47	(\$16)
California	\$1,245	\$1,919	(\$674)

Colorado	\$105	\$162	(\$57)
Connecticut	\$152	\$235	(\$83)
Delaware	\$25	\$38	(\$13)
D.C.	\$144	\$222	(\$78)
Florida	\$349	\$538	(\$189)
Georgia	\$176	\$271	(\$95)
Hawaii	\$43	\$66	(\$23)
Idaho	\$23	\$36	(\$13)
Illinois	\$523	\$807	(\$284)
Indiana	\$100	\$154	(\$54)
Iowa	\$39	\$60	(\$21)
Kansas	\$35	\$53	(\$18)
Kentucky	\$51	\$78	(\$27)
Louisiana	\$59	\$92	(\$33)
Maine	\$30	\$46	(\$16)
Maryland	\$228	\$352	(\$124)
Massachusetts	\$359	\$553	(\$194)
Michigan	\$132	\$204	(\$72)
Minnesota	\$100	\$154	(\$54)
Mississippi	\$28	\$44	(\$16)
Missouri	\$94	\$145	(\$51)
Montana	\$19	\$30	(\$11)
Nebraska	\$24	\$37	(\$13)
Nevada	\$57	\$87	(\$30)
New Hampshire	\$16	\$25	(\$9)
New Jersey	\$599	\$923	(\$324)
New Mexico	\$44	\$68	(\$24)
New York	\$1,355	\$2,089	(\$734)
North Carolina	\$114	\$175	(\$61)
North Dakota	\$14	\$21	(\$7)
Ohio	\$173	\$267	(\$94)
Oklahoma	\$47	\$73	(\$26)
Oregon	\$93	\$144	(\$51)
Pennsylvania	\$370	\$571	(\$201)
Rhode Island	\$20	\$30	(\$10)
South Carolina	\$47	\$72	(\$25)
South Dakota	\$16	\$24	(\$8)
Tennessee	\$85	\$130	(\$45)

Texas	\$414	\$638	(\$224)
Utah	\$66	\$102	(\$36)
Vermont	\$8	\$13	(\$5)
Virginia	\$197	\$304	(\$107)
Washington	\$231	\$356	(\$125)
West Virginia	\$24	\$38	(\$14)
Wisconsin	\$80	\$124	(\$44)
Wyoming	\$11	\$17	(\$6)

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STRUCTURALLY DEFICIENT BRIDGES

In 2014, more than 145,000 bridges in the United States were classified as structurally deficient or functionally obsolete, representing almost one-fourth of all bridges in the country. American drivers take 260 million trips over deficient bridges each day. In our 100 largest metropolitan areas alone, there are more structurally deficient bridges than there are McDonald's restaurants in the entire country. In just 10 years, 170,000 bridges will be more than 65 years-old, an age at which it's even far more likely to be deficient or obsolete. The Federal Highway Administration (FHWA) estimates that to eliminate the nation's bridge deficient backlog by 2028, we would need to invest \$20.5 billion annually. [FHWA, [12/2014](#); [ASCE](#); Transportation for America, [2013](#)]

State	Deficient Bridges	State	Deficient Bridges	State	Deficient Bridges
Alaska	351	Kentucky	4,444	New York	6,745
Alabama	3,532	Louisiana	3,781	Ohio	6,532
Arkansas	2,855	Massachusetts	2,683	Oklahoma	5,791
Arizona	940	Maryland	1,421	Oregon	1,858
California	6,807	Maine	796	Pennsylvania	9,438
Colorado	1,388	Michigan	3,049	Rhode Island	429
Connecticut	1,457	Minnesota	1,193	South Carolina	1,922
DC	178	Missouri	6,455	South Dakota	1,412
Delaware	171	Mississippi	3,565	Tennessee	3,946
Florida	2,003	Montana	914	Texas	9,999
Georgia	2,408	North Carolina	5,334	Utah	419
Hawaii	483	North Dakota	944	Virginia	3,574
Iowa	6,205	Nebraska	3,640	Vermont	882
Idaho	877	New Hampshire	775	Washington	2,093
Illinois	4,187	New Jersey	2,343	West Virginia	2,501
Indiana	4,103	New Mexico	643	Wisconsin	1,971
Kansas	4,229	Nevada	249	Wyoming	706
				Puerto Rico	1,269

Click for links to deficient bridges by [state](#), [county](#), and by [interactive county map](#).