



TRANSPORTATION AND INFRASTRUCTURE FACT SHEET
HIGHWAYS & TRANSIT SUBCOMMITTEE
April 27, 2015

Investment Needs & Infrastructure Backlog

- The 2013 Infrastructure Report Card by the American Society of Civil Engineers (ASCE) gave *U.S. infrastructure an overall grade of D-*. Bridges got a C+, while Roads and Transit each received a D.
- **Roads:** According to the U.S. Department of Transportation (DOT), all levels of government would need to invest a minimum of \$124 billion a year to improve the conditions and performance of our roads and bridges, compared to \$88 billion spent by all levels of government in 2010 on capital projects.
- **Bridges:** More than 147,000 bridges in the United States are structurally deficient or functionally obsolete (one of every four bridges). The average age of the nation's bridges is 42 years. The Federal Highway Administration (FHWA) estimates that the value of the deficient bridge backlog is \$106 billion. Through 2030, an investment of \$20.2 billion annually by all levels of government is needed to draw down the backlog.
- **Transit:** According to U.S. DOT, the cost of bringing the nation's rail and bus transit systems into a state of good repair is estimated at \$86 billion. An additional \$4.3 billion over current spending levels from all levels of government is needed annually to eliminate the current backlog by 2030. To accommodate future transit ridership growth and preserve transit system needs, as much as \$24.5 billion per year would need to be invested, compared to \$14.2 billion currently invested.
- **Federal Lands:** Federal land management agencies have a deferred maintenance backlog on roads and bridges of over \$11 billion.

Cost of Congestion

- **According to the 2013 ASCE report, forty-two percent of America's major urban highways remain congested.** The Texas A&M Transportation Institute's 2012 Urban Mobility report found that congestion costs commuters \$121 billion in wasted time and fuel, or an average of \$818 per commuter. 22% (\$27 billion) of the delay cost was the effect of congestion on truck operations.
- In 2011, congestion caused urban Americans to travel 5.5 billion hours more and to purchase an extra 2.9 billion gallons of fuel.
- Without existing transit services in place in 2011, travelers would have suffered an additional 865 million hours of delay and consumed 450 million more gallons of fuel.
- If this status quo continues, the report estimates that congestion costs will grow from \$121 billion to \$199 billion in 2020, adjusted for inflation.