



Better Infrastructure: The Case for Rebuilding America

“We are rapidly approaching a point where we will no longer be able to prepare our transportation system for the next generation. Instead, we’ll just have to manage its decline.” – [Transportation Secretary Anthony Foxx](#)

Modern infrastructure is essential for our country – it promotes commerce, improves the quality of life, results in better air and water quality, and connects *all* our communities whether by plane, boat, highway, rail or broadband.

The urgent state of our nation’s infrastructure cannot be overstated. Once among the world leaders in quality infrastructure, the United States now ranks 16th – behind Switzerland, United Arab Emirates, and Japan – according to the [World Economic Forum](#). According to the American Society of Civil Engineers (ASCE), nearly [one-third of America’s roads](#) are in poor or mediocre condition and [one in four bridges](#) require significant repair or cannot handle today’s traffic. ASCE’s overall assessment of our nation’s infrastructure [rated America at a D+](#).

After years of disrepair and under-investment, we have a [\\$3.6 trillion deficit in America’s infrastructure](#). Furthermore, the short-term patch to fund the Highway Trust Fund passed last year is slated to expire on May 31, 2015. In the past 10 years, Congress has passed nine short-term funding bills to keep the Highway Trust Fund solvent. It’s time to pass a long-term solution to rebuild our nation’s crumbling infrastructure, create American jobs, and strengthen our economy. What we know, without question, is *no maintenance is the most expensive maintenance*.

From the [Wall Street Journal](#):

Transport is one of the weakest links in the corporate supply chain. Mile after mile, America’s crumbling infrastructure adds to the cost of moving parts, equipment and inventory across the country. The resulting loss of sales could total \$1 trillion between 2012 and 2020, while reduced productivity and higher expenses could drain \$3.1 trillion from the nation’s gross domestic product, according to a 2013 study by the American Society of Civil Engineers.

With [14.2 million workers directly employed in infrastructure jobs](#) and the average American family spending [thousands per year on transportation costs](#) – the second greatest household expense next to housing – the value of rebuilding and renewing our nation’s infrastructure is clear.

According to a recent report by [IHS Global](#) “every dollar invested in state highway, bridge and transit capital projects returns at least \$1.80 of additional goods and services produced in the economy. It also quantified that 62 percent of the jobs created and sustained by transportation capital investments are outside the construction industry.”

NUMBERS TO KNOW:

- [17,800](#): Fatalities in 2012 from motor vehicle crashes in which roadway conditions were a contributing factor.
- [52 years](#): Average age of the 84,000 dams in our country – with more than 4,000 deemed “deficient.”
- [240,000](#): Estimated number of water main breaks per year in the U.S.
- [61,365](#): U.S. bridges deemed “structurally deficient” by the Federal Highway Administration.
- [\\$106 Billion](#): Current cost backlog to improve our bridge network.