



We've been underinvesting in our infrastructure for decades. America's infrastructure received a dismal D+ in the 2017 Report Card. Here are a few reasons why:

20% of major roadway pavement is in poor condition, costing the average motorist **\$603** each year in extra vehicle operating costs.

Over 47,000 of the nation's bridges are structurally deficient.

There are an estimated **240,000** water main breaks per year in the U.S.

The time to act on infrastructure is now. **Deficient bridges, congested highways, outdated transit systems, an unreliable electric grid and leaky water pipes cost the average American family \$9 a day.**

ASCE urges the 116th Congress to make improving the nation's infrastructure a key component of economic recovery in 2020. **#InfrastructureNow**

It's no surprise that **79% of Americans** say it's extremely important to increase spending on the nation's infrastructure.

PRINCIPLES FOR INFRASTRUCTURE INVESTMENT

ASCE believes that infrastructure programs and projects supported by infrastructure investment legislation must meet the following fundamental criteria:



Investments must provide substantial, long-term benefits to the public and the economy;



The cost of a project over its entire life span—including designing, building, operating, and maintaining the infrastructure—must be taken into account;



Projects should be built sustainably and resiliently; and



Federal investment should leverage state, local, and private investment, not replace these other critical sources of infrastructure funding.

ASCE PRIORITIES

As part of future COVID-19 stimulus package(s), ASCE recommends including:

A surface transportation reauthorization that is paid for by raising the gas tax or with another long-term revenue solution for fixing the Highway Trust Fund (HTF); sustainable system expansion and intermodality; and enhanced project delivery.

The reauthorization of the Water Resources Reform and Development (WRDA) Act to modernize the nation's water transportation network.

The elimination of the cap on the Passenger Facility Charge to provide a much-needed revenue boost to help our nation's airports modernize. Such funds must continue to be used for their intended purposes.

The unlocking of infrastructure financing tools such as private activity bonds, advanced refunding, and more.

Robust funding for critical water resources infrastructure programs, including the:

- Clean Water State Revolving Fund.
- Drinking Water State Revolving Fund.
- Water Infrastructure Finance & Innovation Act.
- National Dam Safety Program & the High Hazard Potential Dam Rehabilitation Program.
- National Levee Safety Program.

The creation and expansion of **pre mitigation disaster grants and resilient infrastructure policy** to strengthen our communities, save taxpayers' dollars, and prepare for the future.

- Every \$1 in government-funded mitigation grants saves the county \$6 in future disaster-related and recovery costs.
- Every \$1 spent on upfront construction costs and long-term maintenance to bring buildings up to contemporary codes and standards returns \$11 to building owners in the event of a disaster.

The reauthorization of the National Institute of Standards and Technology (NIST).

2017 Infrastructure Grades

 AVIATION	D	 PARKS AND RECREATION	↓ D+
 BRIDGES	C+	 PORTS	↑ C+
 DAMS	D	 RAIL	↑ B
 DRINKING WATER	D	 ROADS	D
 ENERGY	D+	 SCHOOLS	↑ D+
 HAZARDOUS WASTE	↑ D+	 SOLID WASTE	↓ C+
 INLAND WATERWAYS	↑ D	 TRANSIT	↓ D-
 LEVEES	↑ D	 WASTEWATER	↑ D+

America's
Cumulative
Infrastructure
Grade



A	EXCEPTIONAL
B	GOOD
C	MEDIOCRE
D	POOR
F	FAILING

Infrastructure is the backbone of our economy
and we have been investing only half
of what is needed.

Investment Gap

2016–2025 (10 years)

Infrastructure Systems	TOTAL NEEDS	ESTIMATED FUNDING	FUNDING GAP
SURFACE TRANSPORTATION	\$2,042	\$941	\$1,101
WATER/WASTEWATER INFRASTRUCTURE	\$150	\$45	\$105
ELECTRICITY	\$934	\$757	\$177
AIRPORTS	\$157	\$115	\$42
INLAND WATERWAYS & MARINE PORTS	\$37	\$22	\$15
DAMS	\$45	\$5.6	\$39.4
HAZARDOUS & SOLID WASTE	\$7	\$4	\$3
LEVEES	\$80	\$10	\$70
PUBLIC PARKS & RECREATION	\$114.4	\$12.1	\$102.3
RAIL	\$154.1	\$124.7	\$29.4
SCHOOLS	\$870	\$490	\$380
TOTALS	\$4,590	\$2,526	\$2,064

\$2.0
trillion
needed



FUNDING GAP | CURRENT FUNDING

Failing to close the infrastructure investment gap means
higher costs for businesses to manufacture and distribute goods
and provide services. In turn, these higher costs get passed
along to workers and families.

COST TO THE ECONOMY

\$3.9
TRILLION

COST TO BUSINESS

\$7
TRILLION

COST TO WORKERS

2.5
MILLION JOBS

COST TO FAMILIES

\$3,400
PER YEAR



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#INFRASTRUCTURENOW