

Historic Investment in America's Infrastructure

A BUDGET FOR
AMERICA'S
FUTURE

Americans know all too well the urgent need to rebuild and modernize our infrastructure. Traffic congestion cost commuters an estimated \$179 billion in wasted time and fuel in 2017. Congestion cost the trucking industry an estimated \$74 billion in 2016, and these costs are often passed along to American households and businesses in the form of a hidden tax on the goods they purchase. Only about 38 percent of our roads have good pavement quality. An average of 178 million trips per day were made across bridges in poor condition in 2018. While showing recent signs of improvement, far too many fatalities and injuries continue to occur year after year on the Nation's roads.

Our infrastructure challenges are not limited to roads and bridges. The transit maintenance backlog – the cost just to bring existing rail and bus assets into good condition – was \$98 billion in 2014, and is projected to reach \$116 billion by 2034. Over 21 million Americans, many who live in rural areas, lack access to high-speed internet.

Yet while these problems are broadly known, and have been talked about for years, not nearly enough is being done to solve them. Projects that can significantly improve or even transform communities are often delayed for years, some more than a decade. Meanwhile, the cost of those projects rise, our economic competitiveness is put at risk, our quality of life suffers, and highway-related fatalities remain a persistent concern. The time to act to solve these problems is now, before they get worse.

\$1 Trillion in Direct Federal Investment

The President has consistently emphasized the critical importance of rebuilding and modernizing the Nation's infrastructure. The Budget reflects his bold vision by providing \$1 trillion in direct Federal investment in our infrastructure.

This investment has two major components. The first is an \$810 billion, 10-year reauthorization of surface transportation programs (the largest in history). The proposal includes \$602 billion for highway infrastructure, \$155 billion for transit infrastructure, \$20 billion for traffic and motor carrier safety, \$17 billion for rail infrastructure, \$16 billion for Transportation Infrastructure Finance and Innovation Act (TIFIA) loans and Better Utilizing Investments to Leverage Development (BUILD) grants, and nearly \$1 billion for pipeline and hazardous materials safety.

The second major component of the President's plan is an additional \$190 billion in investments across a range of infrastructure sectors, including water and broadband. The Budget proposes that this funding be allocated to the following programs:

- **\$60 Billion for a new Building Infrastructure Great grants program:** America's core infrastructure requires rehabilitation and expansion. Core infrastructure "mega-projects" are prone to excessive delays for a variety of reasons, including their cost, complexity, and involvement of multiple jurisdictions. This program will accelerate delivery of such projects across a range of sectors: surface transportation road, bridge, rail, transit, pipeline, landside port, and intermodal connection capital investments; lock, dam, and canal investments; drinking water and waste treatment capital investments; and energy and broadband capital investments.

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- **\$50 billion for a new Moving America's Freight Safely and Efficiently program.** This program will support projects with significant economic, mobility, and safety benefits on our strategic highway, rail, port, and waterway freight networks. It will provide both formula and discretionary grants to open up bottleneck areas and improve safety by, for example, adding capacity, deploying effective technologies, and expanding truck parking infrastructure.
- **\$35 billion for a new Bridge Rebuilding program.** Approximately 47,000 bridges in the United States are classified in poor condition – 80 percent of which are in rural areas. Rural communities often lack the resources to rebuild their bridges, and State and local governments often struggle to find the funding to cover the significant cost of replacing large bridges. This program will make targeted investments in critical bridge infrastructure to restore them to good condition. \$12 billion will be provided for “off-system” bridges allocated via formula, and \$23 billion will be provided for larger bridges via a competitive process.
- **\$25 billion for a new Revitalizing Rural America program.** This program recognizes the unique needs and contributions to our economy made by rural communities and helps them deliver broadband, transportation, water and other infrastructure projects. Funding will be distributed via formula to States, territories and tribes, and bonus grants will be provided based on the boldness of locally-developed investment and performance plans.
- **\$20 billion for a Transit State of Good Repair Sprint program.** This program, paired with the additional resources for transit included in the Administration's surface transportation reauthorization proposal, will make significant progress in reducing the large and growing state of good repair transit backlog. The program will focus exclusively on rehabilitating existing assets (no new capacity projects).

Finally, the Budget also includes \$6.5 billion for a Public Lands Infrastructure Fund. This program would address the deferred maintenance backlog in our national parks, forests, wildlife refuges and other public lands, along with Bureau of Indian Education schools. Proceeds from Federal offshore and onshore energy leases over five years would be invested to improve some of America's most visited parks and public lands that support a multi-billion dollar outdoor recreation economy.

The impact of these investments will be amplified by the permitting reforms put in place since the beginning of this Administration, including the “One Federal Decision” policy and the most significant proposed reform of the NEPA process in 40 years to help ensure the permitting process protects the environment and works for all Americans. The Administration looks forward to working with Congress to enact these programs.