The Ryan budget once again undermines America’s long-term economic future by cutting essential infrastructure programs that support job growth, trade, and the efficient movement of people and goods. The proposed cuts from House Budget Committee Chairman Paul Ryan (R-WI) to the Highway Trust Fund would mean the loss of 186,000 heavy construction and related jobs next year alone. President Barack Obama’s budget calls for approximately $170 billion more for highway and transit programs over the next four years—backed by new revenue from comprehensive tax reform—when compared to the Ryan budget.

### Transportation problem Obama budget solution Ryan budget failure

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<tbody>
<tr>
<td>1. Deteriorating infrastructure:</td>
<td>1. Increases dedicated funding for repair:</td>
<td>1. Cuts highway and transit infrastructure by $15 billion below current levels—$60 billion over 4 years:</td>
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<tr>
<td>• 63,000 structurally deficient bridges</td>
<td>• $1 billion in competitive repair funding—$4 billion over four years</td>
<td>• Cause deterioration of existing infrastructure</td>
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<tr>
<td>• $86 billion backlog of transit repair needs</td>
<td>• Increases highway and transit formula funding by 22 percent and 65 percent, respectively</td>
<td>• No expansion to support our growing economy</td>
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<td>• The American Society of Civil Engineers, or ASCE, gives U.S. infrastructure a D+ grade</td>
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<td>2. Freight bottlenecks hurt trade and competitiveness:</td>
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<td>• Delay adds 50 percent to 250 percent to shipping costs</td>
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<td>3. Growing metropolitan congestion and a lack of transportation options:</td>
<td>3. Increasing funding for public transportation operations, maintenance, and expansion:</td>
<td>3. 30 percent cut to transit programs below current levels:</td>
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<td>• Congestion costs economy $120 billion annually</td>
<td>• $2.5 billion for transit expansion under New Starts program—$10.7 billion over four years</td>
<td>• Reduced operating assistance for rural and small urban areas</td>
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<tr>
<td>• Less than 50 percent of Americans have access to any transit</td>
<td>• $500 million for dedicated bus rapid transit program—$2.1 billion over four years</td>
<td>• Reduced maintenance for large systems with huge backlogs</td>
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<td>• In the average metro region, only 25 percent of low- and middle-skill jobs are accessible by transit within 90 minutes</td>
<td>• 65 percent increase in transit formula funds</td>
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1. Deteriorating infrastructure:
- 63,000 structurally deficient bridges
- $86 billion backlog of transit repair needs
- The American Society of Civil Engineers, or ASCE, gives U.S. infrastructure a D+ grade

2. Freight bottlenecks hurt trade and competitiveness:
- Delay adds 50 percent to 250 percent to shipping costs
- 40 percent of freight delay from bottlenecks

3. Growing metropolitan congestion and a lack of transportation options:
- Congestion costs economy $120 billion annually
- Less than 50 percent of Americans have access to any transit
- In the average metro region, only 25 percent of low- and middle-skill jobs are accessible by transit within 90 minutes

1. Increases dedicated funding for repair:
- $1 billion in competitive repair funding—$4 billion over four years
- Increases highway and transit formula funding by 22 percent and 65 percent, respectively
## Transportation problem

### Obama budget solution

3. Overreliance on formula programs that reward political geography over need:
   - 95 percent of surface transportation funding distributed by formulas set in law\(^8\)

4. Increased funding for competitive grants:
   - $5 billion for TIGER program
   - $4 billion for competitive fix-it-first grants split between highways and transit
   - $2.1 billion for bus rapid transit program

5. Increased safety funding and focus on Pedestrian Safety Action Plans:
   - 7 percent increase in safety funds

6. Increased funding for passenger rail maintenance and expansion:
   - $2.4 billion for repair of existing service—$9.5 billion over four years
   - $2.3 billion to expand passenger rail service—$9.5 billion over four years

7. Robust funding for NextGen satellite-based air traffic control:
   - $774 million—$3 billion over four years

### Ryan budget failure

4. Continued reliance on formula programs that reward the status quo.

5. 30 percent cut to safety programs below current levels.

6. Elimination of all operating subsidies for Amtrak:
   - Force the elimination of all long-distance routes and effectively end our national passenger rail network

7. Continues baseline funding for air traffic control modernization:
   - Eliminates Essential Air Service, or EAS, program

### Endnotes


10. Ibid.


12. Ibid.