

BRIDGE INVESTMENT ACT

Senator Sherrod Brown, Senator Sheldon Whitehouse and Senator Ron Wyden

We depend on our nation's roads and bridges to connect people with jobs, goods, and services. Communities across the country need significant federal investment to rebuild our nation's crumbling infrastructure, particularly our nation's bridges. The United States has approximately **56,000 structurally-deficient bridges**: bridges that need significant repairs or replacement to address structural elements that are in poor condition.^{1,2} Many more bridges have outdated designs that contribute to accidents and traffic congestion.

The U.S. Department of Transportation estimates there is a \$123 billion bridge repair backlog, including \$17 billion worth of needed repairs and improvements to rural and local bridges located off the federal-aid highway network.³ Despite this demonstrated need, there is no federal program that directs funding specifically to bridge repair and rehabilitation projects.

Need for New Competitive Grant Program - Bridge projects, even smaller projects, often require a significant one-time source of funding. Current federal highway formula programs do not prioritize bridge repairs and cannot address the repair backlog. Existing competitive grant programs, like USDOT's INFRA program, are heavily oversubscribed and unable to fund large bridge projects. In the absence of sufficient federal funding, bridges projects often require new tolls on drivers.

The "Bridge Investment Act"

- Invests \$75 billion over 10 years in bridge repairs that would be leveraged by state and local contributions, resulting in \$100 to \$150 billion of projects.
- Supplements new federal formula funding in an infrastructure package with the \$75 billion to address the bridge repair backlog.
- Creates a competitive grant program to rehabilitate, improve or replace bridges of all sizes, including local and rural bridges located off the National Highway System.
- Establishes a standardized evaluation process for proposed projects and expected benefits, ensuring a non-partisan annual competition that efficiently allocates funding. Simplified project review is available for small projects.
- Enables states, counties, cities, metropolitan planning organizations, special purpose districts and public authorities with transportation function, Federal land management agencies, and Indian tribes to apply.
- Permits bundling of medium and small projects into a single application to accelerate repairs.
- Allows large projects to receive multi-year grant agreements.
- Promotes American jobs by requiring compliance with Davis-Bacon, "Buy America" and other standard requirements for federal-aid highway projects under Title 23.

The "Bridge Investment Act" is supported by:

[American Society of Civil Engineers \(ASCE\)](#)
[International Union of Operating Engineers](#)
[National League of Cities](#)
[North America's Building Trades Unions](#)
[Transportation Trades Department, AFL-CIO](#)
[American Road & Transportation Builders Association \(ARTBA\)](#)
[Associated General Contractors of America](#)

Letters and statements received as of January 3, 2018. Additional supporting organizations to be announced later.

¹ ASCE, [2017 Infrastructure Report Card](#), citing 2016 National Bridge Inventory data

² ARBTA, [2017 Deficient Bridge Report](#)

³ FHWA, Exhibit 8-4, [2015 Conditions and Performance Report](#)