



Still Waiting for Trump's Plan

President Trump has promised an infrastructure overhaul in the United States, assuring Americans in his recent address to Congress that “crumbling infrastructure will be replaced with new roads, bridges, tunnels, airports and railways gleaming across our beautiful land.”¹ Yet, now more than 50 days into his Administration, there is still no plan.

Last week, we received the most recent evidence of the need for immediate action on infrastructure. The American Society of Civil Engineers' 2017 Infrastructure Report Card gives the United States a grade of D+, the same as four years ago, and estimates the country will need more than \$2 trillion of investment above current spending levels by 2025 to restore the nation's infrastructure to good condition.²

As America waits for infrastructure investment, roads and bridges continue to deteriorate. Costs to businesses and families continue to climb. Rather than working with Democrats to repair and rebuild America's infrastructure, the Trump Administration has failed to act.

Each day, Americans see and feel the effects of the nation's aging infrastructure. Congestion on the nation's roads and highways is wasting people's time, costing money and harming the environment.³ Households lose \$3,400 a year in disposable income due to the impact of deteriorating infrastructure on productivity and economic growth.⁴ Unsafe drinking water from aging water systems is jeopardizing the health of millions.⁵ And outdated schools are failing to provide students with a modern learning environment.

To address this challenge, Senate Democrats have proposed “[A Blueprint to Rebuild America's Infrastructure](#),” a historic \$1 trillion investment to repair, rebuild and modernize the nation's infrastructure while also creating an estimated 15 million jobs. The Democrats' Blueprint will bolster U.S. competitiveness and accelerate economic growth.

Democrats' Blueprint to Rebuild America's Infrastructure

The \$1 trillion Democrats would invest in their Blueprint plan would add an estimated 15 million jobs to the economy.⁶ The plan would address the nation's infrastructure by rebuilding and maintaining roads, bridges, ports, water systems, rail transit and airports. It would also make investments in 21st Century clean energy, expand access to broadband internet, modernize public schools and VA hospitals and invest in public lands and tribal infrastructure. The benefits would be broadly shared across urban and rural areas.

The Democrats’ Vital Infrastructure Program (VIP) included in the Blueprint also provides funding for major, transformative projects that will catapult our infrastructure into the 21st Century. These projects will bring to life the bold, innovative ideas that will transform our economy and allow the United States to surpass its global competitors.

The plan creates new jobs in manufacturing and construction, sectors that pay good wages and which were hit especially hard during the Great Recession. Nearly 70 percent of jobs created from infrastructure investment are in construction, according to one analysis.⁷ These jobs pay more than the private-sector average and are governed by the Davis-Bacon Act, which ensures fair wages on federal construction contracts.

Key Areas of Investment and Estimated Job Creation in the Democratic Blueprint⁸

Roads and Bridges	2.7 Million New Jobs	Water & Sewer Systems	2.5 Million New Jobs
Rail and Bus Systems	2.5 Million New Jobs	Vital Infrastructure Program	2.6 Million New Jobs
America’s Schools	975,000 New Jobs	Ports, Airports and Waterways	845,000 New Jobs
Energy Infrastructure	1.3 Million New Jobs	Broadband	260,000 New Jobs
Public/Tribal Lands	260,000 New Jobs	VA Hospitals	130,000 New Jobs
New Infrastructure Finance	1.3 Million New Jobs		

The \$1 trillion in infrastructure investments in the Democratic Blueprint would also pack a significant bang for the buck in terms of its multiplier impact in stimulating activity elsewhere in the economy. A survey of recent econometric estimates finds that infrastructure investments broadly generate \$1.40 to \$1.80 in additional economic activity for every dollar invested.⁹ Certain categories of investment, such as spending on passenger transit, can yield significantly higher multipliers.¹⁰

While the Democratic Blueprint recognizes that private investment has a role to play, it is one piece of the puzzle. By creating a new finance entity similar to an Infrastructure Investment Bank (I-Bank), the Blueprint establishes a fund to provide low-cost loans or loan guarantees for projects that improve transportation, energy, affordable housing and water systems. These loans will leverage private investment and encourage private sector involvement in infrastructure repair.

Democrats have detailed a plan that rebuilds and modernizes the nation’s infrastructure, creates jobs and strengthens the economy. But, so far, despite bold claims and recent promises, there is no sign of a plan from the Trump Administration.¹¹

Sources

- ¹ President Trump. [Address to Joint Session of Congress](#). February 28, 2017.
- ² American Society of Civil Engineers. “[2017 Infrastructure Report Card](#).” March 9, 2017
- ³ Bak, Jim, Bill Eisele, Tim Lomax and David Schrank. “[2015 Urban Mobility Scorecard](#).” Texas A & M Transportation Institute and INRIX. August, 2015.
- ⁴ American Society of Civil Engineers. “[Failure to Act: Closing the Infrastructure Investment Gap for America's Economic Future](#).” 2016.
- ⁵ Fedinick, Kristi Pullen and Olson, Eric. “[What's in Your Water? Flint and Beyond: Analysis of EPA Data Reveals Widespread Lead Crisis Potentially Affecting Millions of Americans](#),” Natural Resources Defense Council. June, 2016.
- ⁶ Senate Democrats. “[A Blueprint to Rebuild America's Infrastructure](#).” 2017.
- ⁷ [2016 Economic Report of the President](#). Council of Economic Advisers. February 2016. Page 264.
- ⁸ Senate Democrats. [Jobs by Category of Investment](#) in A Blueprint to Rebuild America's Infrastructure. 2017.
- ⁹ Zandi, Mark. “[Doing Infrastructure the Right Way](#).” Moody's Analytics. November 2, 2011; Chodorow-Reich, Gabriel. “[What Have We Learned about Geographic Cross-sectional Fiscal Multipliers?](#)” Washington Center for Equitable Growth. January 24, 2017; “Bivens, Josh. “[The Short and Long-Term Impact of Infrastructure Investments on Employment and Economic Activity in the U.S. Economy](#).” Economic Policy Institute. July 1, 2014. CEA, Moody's and CBO multipliers from mid-recovery range from 1.8 (CBO), 1.6 (Moody's Analytics Economy.com) and 1.5 (CEA). See Table 4.
- ¹⁰ [2016 Economic Report of the President](#). Council of Economic Advisers. February 2016. Page 263.
- ¹¹ Dlouhy, Jennifer and Shannon Pettypiece. “[Trump to Propose 10 Percent Defense Increase in Budget Plan, Aides Say](#).” Bloomberg News. February 26, 2017.