



Fiscal Year 2015 Ryan Budget by the Numbers

A Path to Job Loss and Disinvestment in America's Future

Kevin DeGood April 4, 2014

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.¹ 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
<p>1. Deteriorating infrastructure:</p> <ul style="list-style-type: none"> • 63,000 structurally deficient bridges² • \$86 billion backlog of transit repair needs³ • The American Society of Civil Engineers, or ASCE, gives U.S. infrastructure a D+ grade⁴ 	<p>1. Increases dedicated funding for repair:</p> <ul style="list-style-type: none"> • \$1 billion in competitive repair funding—\$4 billion over four years • Increases highway and transit formula funding by 22 percent and 65 percent, respectively 	<p>1. Cuts highway and transit infrastructure by \$15 billion below current levels—\$60 billion over 4 years:</p> <ul style="list-style-type: none"> • Cause deterioration of existing infrastructure • No expansion to support our growing economy
<p>2. Freight bottlenecks hurt trade and competitiveness:</p> <ul style="list-style-type: none"> • Delay adds 50 percent to 250 percent to shipping costs⁵ • 40 percent of freight delay from bottlenecks 	<p>2. Dedicated freight program:</p> <ul style="list-style-type: none"> • \$1 billion for competitive, multimodal freight projects—\$10 billion over four years 	<p>2. No dedicated funding for freight needs.</p>
<p>3. Growing metropolitan congestion and a lack of transportation options:</p> <ul style="list-style-type: none"> • Congestion costs economy \$120 billion annually⁶ • 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 minutes⁷ 	<p>3. Increasing funding for public transportation operations, maintenance, and expansion:</p> <ul style="list-style-type: none"> • \$2.5 billion for transit expansion under New Starts program—\$10.7 billion over four years • \$500 million for dedicated bus rapid transit program—\$2.1 billion over four years • 65 percent increase in transit formula funds 	<p>3. 30 percent cut to transit programs below current levels:</p> <ul style="list-style-type: none"> • Reduced operating assistance for rural and small urban areas • Reduced maintenance for large systems with huge backlogs

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<p>4. Overreliance on formula programs that reward political geography over need:</p> <ul style="list-style-type: none"> 95 percent of surface transportation funding distributed by formulas set in law⁸ 	<p>4. Increased funding for competitive grants:</p> <ul style="list-style-type: none"> \$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 	<p>4. Continued reliance on formula programs that reward the status quo.</p>
<p>5. Transportation fatalities and injuries:</p> <ul style="list-style-type: none"> More than 5,000 pedestrians and cyclists killed each year⁹ More than 27,000 motorists and passengers killed each year¹⁰ 	<p>5. Increased safety funding and focus on Pedestrian Safety Action Plans:</p> <ul style="list-style-type: none"> 7 percent increase in safety funds 	<p>5. 30 percent cut to safety programs below current levels.</p>
<p>6. Underinvestment in passenger rail:</p> <ul style="list-style-type: none"> Amtrak Northeast Corridor maintenance backlog of \$5.8 billion¹¹ More than 200 Amtrak-owned bridges are more than 100 years old¹² 	<p>6. Increased funding for passenger rail maintenance and expansion:</p> <ul style="list-style-type: none"> \$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 	<p>6. Elimination of all operating subsidies for Amtrak:</p> <ul style="list-style-type: none"> Force the elimination of all long-distance routes and effectively end our national passenger rail network
<p>7. Congested air space made worse by reliance on antiquated air traffic control systems:</p> <ul style="list-style-type: none"> First radar-based control system opened in 1935¹³ 	<p>7. Robust funding for NextGen satellite-based air traffic control:</p> <ul style="list-style-type: none"> \$774 million—\$3 billion over four years 	<p>7. Continues baseline funding for air traffic control modernization:</p> <ul style="list-style-type: none"> Eliminates Essential Air Service, or EAS, program

Endnotes

1 Kevin DeGood, "Understanding the Highway Trust Fund and the Perils of Inaction" (Washington: Center for American Progress, 2014), available at http://www.americanprogress.org/wp-content/uploads/2014/02/HTF_factsheet2.pdf.

2 Federal Highway Administration, "Deficient Bridges by State and Highway System 2012," available at <https://www.fhwa.dot.gov/bridge/nbi/no10/defbr13.cfm> (last accessed April 2014).

3 Federal Highway Administration, "2013 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance," available at <http://www.fhwa.dot.gov/policy/2013cpr/overviews.htm#1t> (last accessed April 2014).

4 American Society of Civil Engineers, "2013 Report Card for America's Infrastructure," available at <http://www.infrastructurereportcard.org/> (last accessed April 2014).

5 Federal Highway Administration, "National Freight System Capacity and Performance," available at <http://www.fhwa.dot.gov/policy/otps/bottlenecks/chap2.htm> (last accessed April 2014).

6 David Schrank, Bill Eisele, and Tim Lomax, "2012 Urban Mobility Report" (College Station, TX: Texas A&M Transportation Institute, 2012), available at <http://tti.tamu.edu/documents/mobility-report-2012-wappx.pdf>.

7 Adie Tomer and others, "Missed Opportunity: Transit and Jobs in Metropolitan America" (Washington: The Brookings Institution, 2011), available at <http://www.brookings.edu/research/reports/2011/05/12-jobs-and-transit>.

8 Kevin DeGood, "Building a 21st Century Infrastructure" (Washington: Center for American Progress, 2014), available at <http://www.americanprogress.org/issues/economy/report/2014/02/12/84015/building-a-21st-century-infrastructure/>.

9 National Highway Traffic Safety Administration, "Fatality Analysis Reporting System (FARS) Encyclopedia," available at <http://www.fars.nhtsa.dot.gov/Main/index.aspx> (last accessed April 2014).

10 Ibid.

11 National Railroad Passenger Corporation, "Fiscal Year 2013 Budget and Comprehensive Business Plan" (2013), available at <http://www.amtrak.com/ccurl/345/484/AmtrakFY13-Budget-Comprehensive-Business-Plan-w-appx-052413.pdf>.

12 Ibid.

13 Theresa L. Kraus, "Celebrating 75 Years of Air Traffic Control" (Washington: Federal Aviation Administration, 2006), available at http://www.faa.gov/about/history/celebration/media/Celebrating_75_Years_of_Federal_Air_Traffic_Control.pdf.