

Infrastructure

Put Americans to Work Building Modern, Resilient Infrastructure

RECOMMENDED ACTIONS

↓
Launch a national rebuilding campaign, backed by federal incentives for public-private partnerships (P3s), including tax credits, repatriation of foreign corporate earnings and profits, EB5 allocations, and block grants

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Fast-track and streamline project approvals process, reducing regulatory barriers for locally supported projects

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Institute merit-based federal funding for urban transit and other public works to accommodate rapid economic expansion of the nation's metro regions

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Prioritize upgrading airport access, capacity and efficiency, starting with private installation and management of satellite air traffic control systems (maintaining the Federal Aviation Administration as safety regulator) and fast rail to airport connections

↓
Invest to promote the sustainability of existing and new infrastructure (e.g., hardening the coastlines)

2.2x potential multiplier

Federal payments to state and local governments for infrastructure have among the highest fiscal multiplier of any public investment.

\$2.0 trillion

Cost to bring the nation's infrastructure to a state of good repair.

\$59.2 billion

Cost to bring New York City infrastructure to a state of good repair.

Figure 1

In the New York City metro region, nearly \$60 billion is needed to bring public infrastructure assets to a state of good repair over the next five years.

Cost of State of Good Repair

City University	\$2.0 billion
Housing Authority	\$16.6 billion
MTA*	\$26.6 billion
NYC Transit	\$16.3 billion
Other MTA	\$10.4 billion
Port Authority*	\$6.8 billion
Department of Education	\$2.0 billion
Department of Transportation	\$2.9 billion
Other City Agencies	\$2.2 billion
Total	\$59.2 billion

**Includes all assets, not just those located in New York City*

An overly complex system of required reviews and permitting approvals stifles needed investment, creates inefficiencies and dramatically increases costs.

10 years / \$3.9 trillion

It often takes 10 years to approve new infrastructure projects in the U.S. with the cost of delays estimated at \$3.9 trillion.

Canada has a 2-year approval process with a reduced federal role in environmental reviews and narrowed scope of allowed public challenges.

PROTOTYPE PROJECTS

Amtrak's Gateway Tunnel Connecting New York and New Jersey

*Nearly
300,000 commuters
cross the Hudson River each day
using public transit.*

100% increase in rail ridership
is expected by 2040.

10 years
*of remaining useful economic life
for existing Hudson River tunnels.*

\$6.8 million
*City employers incur \$5.9 million in losses
for each hour of delay on NJ Transit operations.*

Upgrade Air Traffic Control to Increase Efficiency of New York Metro Airports

52% of business travelers
*reported avoiding flying to meetings
in New York due to local airports.*

-75% of nationwide flight delays
*are attributable to problems
in New York's airspace.*

66 minutes
*Average delay for domestic flights
from New York airports*

\$2.6 billion
*Annual cost of delays to the regional
economy due to air traffic congestion*