

The Fix We're In For: The State of Michigan's Bridges

Overview

Out of 50 states and the District of Columbia, Michigan ranks as the **13th worst** nationally in overall condition of the state's bridges.

Today, **one** out of every **eight** bridges that motorists in Michigan cross each day have some degree of deterioration. **13.1** percent of Michigan's bridges are rated "structurally deficient" according to federal standards, compared to **11.5** percent nationwide.

As of 2010, Michigan had **10,928** highway bridges: 4,402 of them owned by the state; 6,447 owned by local counties, cities and towns; and 79 owned by other entities, such as private businesses and federal agencies.¹ **1,437** of those 10,928 bridges are structurally deficient.

Michigan has 40 out of 83 counties where the average bridge condition is worse than the statewide average.

Michigan is currently spending all of its federal bridge money on bridge repair. In 2008, Michigan received \$123 million in federal funds for bridge repair and they spent \$166 million, or 20.5 percent of all federal funds, on bridge upkeep.² (It's possible to spend more on bridge repair than a state received because of other federal programs that can be shifted or "flexed" into bridge repair.) The U.S. average is 13 percent.

Michigan spent \$48 million or 5.9 percent of all federal funds on new capacity. The U.S. average is 30 percent.

¹ In this analysis, we use only highway bridges, since that is all that the National Bridge Inspection Program requires states to report in the National Bridge Inventory. Limited data is available for pedestrian bridges

² Ibid.

The National Picture

America's infrastructure is beginning to show its age. Our nation's roads, highways and bridges have increasingly received failing scores on maintenance and upkeep. The American Society of Civil Engineers has rated our country's overall infrastructure a "D" and our bridges a "C." For roads and highways, this manifests itself in rutted roadways, cracked pavement and abundant potholes, creating significant costs for drivers and businesses due to increased wear and tear on their vehicles. For the nation's bridges, lack of maintenance can result in the sudden closure of a critical transportation link or, far worse, a collapse that results in lost lives and a significant loss in regional economic productivity.

Despite billions of dollars in annual federal, state and local funds directed toward the maintenance of existing bridges, 69,223 bridges – representing more than 11 percent of total highway bridges – are classified as "structurally deficient," according to the Federal Highway Administration (FHWA.) "Structurally deficient" bridges require significant maintenance, rehabilitation or replacement. In addition, a number of bridges exceed their expected lifespan of 50 years. The average age of an American bridge is 42 years.

The maintenance backlog will only worsen as bridges age and costs rise. According to FHWA's 2009 statistics, \$70.9 billion is needed to address the current backlog of deficient bridges.³ This figure will likely increase as many of our most heavily traveled bridges – including those built more than 40 years ago as part of the Interstate System – near the end of their expected lifespan.

The good news is that some states have worked hard to address the problem and have seen their backlog of deficient bridges shrink in number. The bad news is that, critical as these efforts are, they are not nearly enough. Two key problems persist: (1) An absence of real incentives and an assurance at the federal level that fixing aging bridges is a top funding priority; (2) Federal investment in fixing the nation's infrastructure is not currently tied to performance and accountability measures, leaving Americans no concrete assurances of progress. As bridges continue to age and fall into disrepair, our nation's policymakers must make a greater commitment to maintaining and repairing these crucial assets.

³ SAFETEA-LU Funding Tables, FY2009, Table 3, Part 1, "Weighted Needs", p.27, <http://www.fhwa.dot.gov/safetealu/fy09comptables.pdf>

Michigan's Bridge Backlog

Out of 50 states and the District of Columbia, Michigan ranks 13th nationally in terms of the overall condition of the state's bridges. (1 being the worst, 51 being the best.)

Today, one out of every eight bridges that motorists in Michigan cross each day are likely to be deteriorating to some degree; and 13.1 percent of bridges statewide are rated "structurally deficient" according to government standards, compared to 11.5 percent nationwide.

As of 2010, Michigan had 10,928 highway bridges: 4,402 of them owned by the state; 6,447 owned by local counties, cities and towns; and 79 owned by other entities, such as private business and federal agencies.⁴ Ownership of a particular bridge matters because it often determines which jurisdiction is responsible for maintenance and repair. Table 1 shows the number and average annual daily traffic⁵ on Michigan's bridges.

What Qualifies a Bridge as "Structurally Deficient?"

Federal law requires states to inspect all bridges 20 feet or longer at least every two years. Bridges in "very good" condition may go four years between inspections, while those rated "structurally deficient" must be inspected every year.

Highway bridges have three components: 1) the **superstructure**, which supports the deck; 2) the **substructure**, which uses the ground to support the superstructure; and 3) the **deck**, which is the top surface of the bridge that cars, trucks and people cross. During inspection, each of these bridge features is given a rating between 0 and 9, with 9 signifying the best condition. Federal guidelines classify bridges as "**structurally deficient**" if one of the three key components is rated at 4 or less (poor or worse), meaning engineers have identified a major defect in its support structure or its deck.¹ If a bridge is rated "structurally deficient," the bridge requires significant maintenance, rehabilitation or replacement. A state may restrict heavy vehicle traffic, conduct immediate repairs to allow unrestricted use or close the bridge to traffic until repairs can be completed.

Sources: Federal Highway Administration. "Non-Regulatory Supplement." U.S. Department of Transportation. http://www.fhwa.dot.gov/legsregs/directives/fapg/0650dsup.htm#N_2_ Federal Highway Administration. "Conditions & Performance." U.S. Department of Transportation, 2006.

⁴ In this analysis, we use only highway bridges, since that is all that the National Bridge Inspection Program requires states to report in the National Bridge Inventory. Limited data is available for pedestrian bridges

⁵ Average amount of traffic that crosses over the bridge each day.

Table 1: Overview of Michigan Bridge Statistics

	State system	Local system	Other	Structurally Deficient Bridges	Total
Number of bridges	4,402	6,447	79	1,437	10,928
Bridge average annual daily traffic	72,721,415	17,074,002	67,083	8,764,101	89,862,500

Rural bridges often provide crucial access to jobs and medical services for residents in sparsely populated areas. Urban bridges, on the other hand, carry high volumes of traffic to and within regional economic centers. Most bridges in the National Highway System are in rural areas, but urban bridges carry more traffic. Nationally, rural bridges account for 77 percent of all bridges. However, the 23 percent of bridges in urban areas carry almost three-quarters of all national bridge traffic.⁶

Between 1992 and 2010, the number of vehicles traveling across structurally deficient bridges on a daily basis was virtually unchanged (-2 percent), despite billions of dollars spent annually on bridge construction and repair.⁷ An increasing number of American individuals and businesses rely on bridges that are subject to closure or weight restriction if increased maintenance and reconstruction are not undertaken — a potentially crippling impact on personal travel and freight movement.

Drivers in Michigan are regularly traveling across heavily trafficked bridges with “poor” ratings — bridges that could become dangerous or closed without repair. Table 2 lists the most heavily used structurally deficient bridges throughout Michigan, ranked by average annual daily traffic (ADT) counts.

⁶ Research and Innovative Technology Administration. Highway Bridges in the United States — An Overview. http://www.bts.gov/publications/special_reports_and_issue_briefs/special_report/2007_09_19/html/entire.html

⁷ T4 America's Analysis of FHWA's National Bridge Inventory Data. <http://www.fhwa.dot.gov/bridge/britab.cfm>.

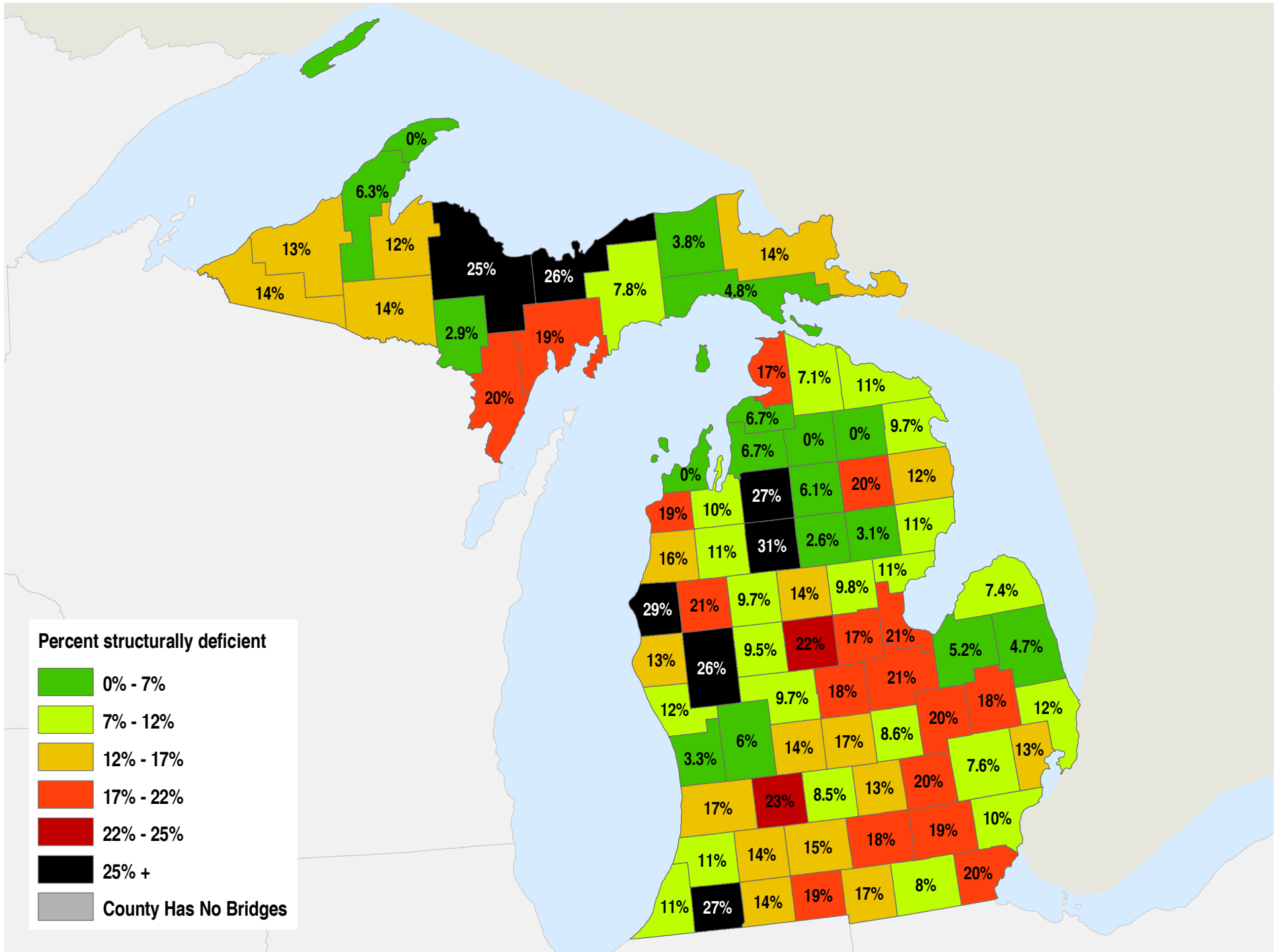
Table 2: Michigan's Structurally Deficient Bridges with Highest Traffic Volumes

Rank	County	Bridge Facility	Crosses Feature	Proximity to	Average annual daily traffic
1	Wayne County	SECOND BLVD	I-94	IN DETROIT	146,000
2	Wayne County	I-94 TO W GR BLV R	OPEN AREA	IN DETROIT	119,000
3	Wayne County	I-75	ROUGE R, DEARBORN ST & RR	IN DETROIT	100,492
4	Oakland County	I-96	KENT LAKE RD	.7 MI E OF LIVINGSTON CO	98,300
5	Genesee County	I-69	M-54 (DORT HWY)	IN FLINT	95,314
6	Oakland County	I-75 NB	14 MILE RD	N LTS OF MADISON HTS	78,894
7	Oakland County	I-75 SB	14 MILE RD	N LTS OF MADISON HTS	78,894
8	Wayne County	EB DAVISON (M-8)	I-96 WYOMING EXIT RAMP	IN DETROIT	77,500
9	Genesee County	I-75 US-23	FLINT RIVER	2.0 MI N OF M-21	70,414
10	Genesee County	I-75	SWARTZ CREEK	N OF I-69 @ INTERCHG	66,912

Michigan has 40 out of 83 counties where the average bridge condition is worse than the statewide average. Table 3 reveals the five counties with the best and worst average bridge conditions. In Figure A, counties are shaded based on their overall percentage of “structurally deficient” bridges. Although smaller or more rural counties have fewer bridges than more populated counties, this measurement allows for cross-comparison between counties of various sizes.

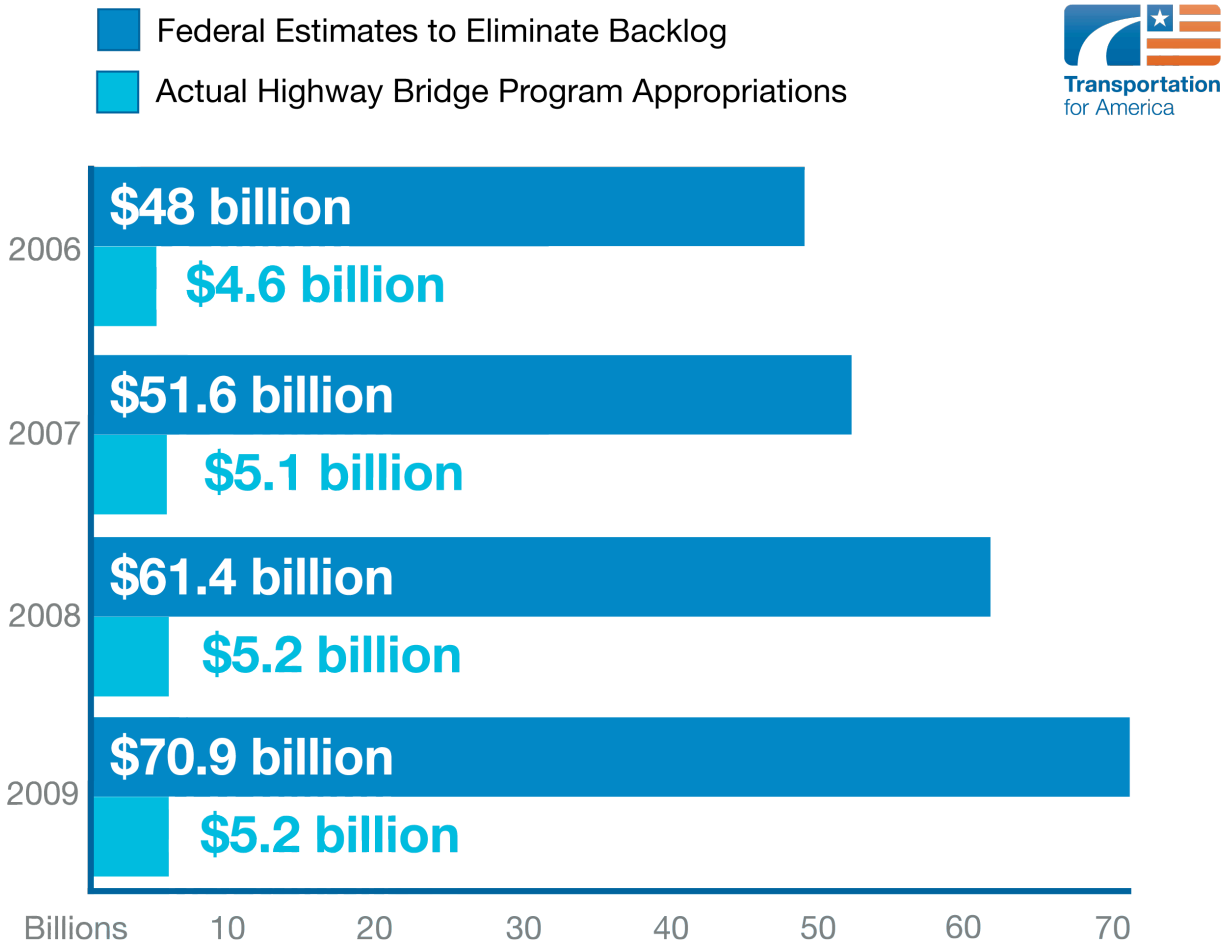
Table 3: Counties in Michigan With Best and Worst Average Bridge Conditions

County	# of Highway Bridges	# of Structurally Deficient Bridges	% Structurally Deficient
Missaukee County	42	13	31.0%
Mason County	59	17	28.8%
Kalkaska County	11	3	27.3%
Cass County	49	13	26.5%
Alger County	54	14	25.9%
Roscommon County	39	1	2.6%
Keweenaw County	10	0	0.0%
Leelanau County	7	0	0.0%
Montmorency County	16	0	0.0%
Otsego County	18	0	0.0%



Congress created the Federal Highway Bridge Program to fix and replace deficient bridges throughout the country, yet current funding is insufficient to keep up with the rapid deterioration rate of U.S. bridges. Figure B compares the size of the bridge program from 2006 through 2009 with FHWA estimates of the sums needed to catch up on the current backlog of repairs. While appropriations have increased by \$650 million, bridge needs over the same time period have increased by \$22.8 billion.

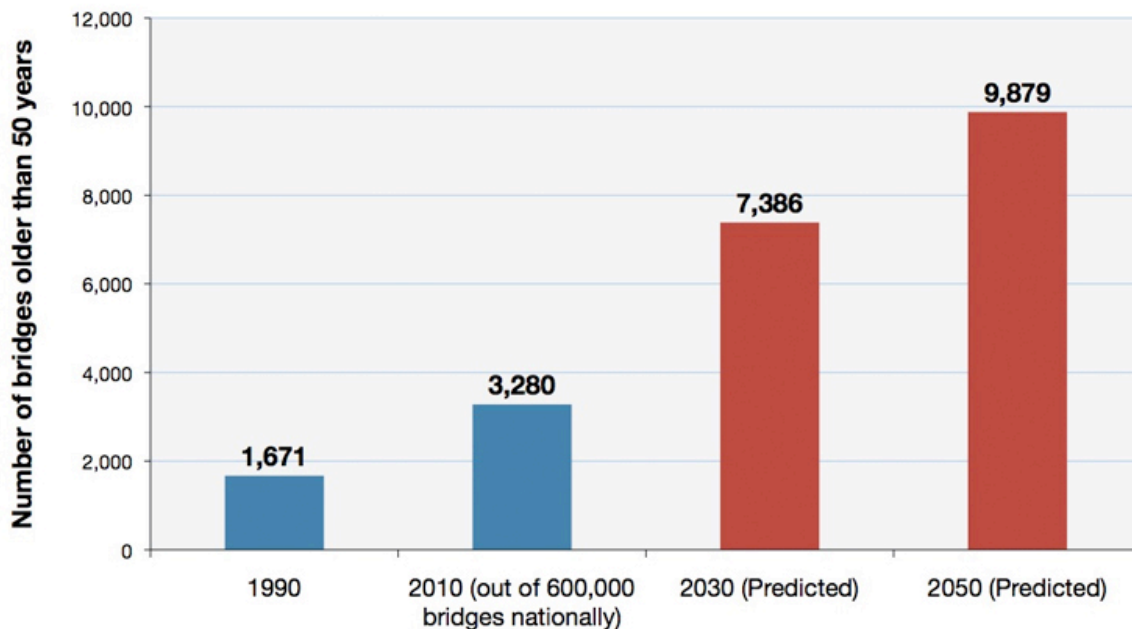
Figure B: Bridge Repair Funding Levels Versus FHWA Needs Estimate



The Cost of Aging Bridges

Regardless of the amount of wear and tear experienced by a specific bridge, most bridges are designed to last roughly 50 years. The average age of bridges in the U.S. is 42 years old. Michigan's average is 41.3 years old. The number of "structurally deficient" bridges is virtually guaranteed to increase over time, as a wave of old bridges reach the end of their designed lives. Nationally, more than 185,000 highway bridges (out of 600,000 total) are now 50 years old or older. By 2030, that number could double without substantial bridge replacement, and it has the potential to triple by 2050. With one in five bridges built over 50 years ago, almost half of all the nation's bridges may require major structural investments within the next 15 years.⁸

Figure C: Michigan Bridges over 50 Years Old



⁸ *Bridging the Gap: Restoring and Rebuilding the Nation's Bridges*. American Association of State Highway and Transportation Officials. July 2008. <http://roughroads.transportation.org/>

Michigan's bridge preservation initiative: inside the numbers

Michigan's innovative preservation program has measurably improved the condition of state bridges. Just 391 of the 4,402 state-owned bridges were classified as "structurally deficient," or nine percent, in the most recent state report. That's lower than the 13 percent figure for all 10,900-plus bridges in the state. And Michigan's progress is continuing. The new report lists 38 fewer structurally deficient bridges compared to the July 2010 findings.

Michigan's Department of Transportation launched this bridge preservation initiative in 1998 to address bridges in critical condition. The initiative set a goal of getting 95 percent of freeway bridges in good or fair condition by 2008, along with 85 percent of non-freeway bridges.

State officials rely on a comprehensive bridge management system to track the safety and performance of individual structures and prioritize resources for repair using a "mix of fixes." The system relies on National Bridge Inspection ratings as a baseline while also taking into account a bridge's estimated deterioration rate. A bridge fix is categorized as a replacement, rehabilitation or Capital Preventive Maintenance, an approach meant to preserve structural integrity for bridges in less dire condition. MDOT allocates 20 percent of their bridge funds to preventive maintenance, 30 percent to rehabilitation and 50 percent to replacement.

The program maintains a special category for "big bridges" considered in need of closer monitoring and continued resources. These include complex structures such as moveable bridges and bridges with deck areas of more than 100,000 square feet. The Bridge Operations Unit oversees these structures, with the goal of ensuring they are all in good or fair condition at all times.

Prioritizing repair and maintenance as Michigan has done can lead to a measurable reduction in the number of structurally deficient bridges.

Source: <http://www.tsp2.org/library/document/michigans-lessons-learned-developing-a-bridge-preservation-program>
http://www.michigan.gov/mdot/0,1607,7-151-9618_47418-252410--,00.html

The Tension Between Fixing the Old and Building the New

Under the existing federal program, transportation agencies have tended to delay needed repairs and preventive maintenance by directing funds toward new construction. In 2008, all states combined spent more than \$18 billion, or 30 percent of federal transportation funds, to build new

roads or add capacity to existing roads. In that same year, states spent \$8.1 billion of federal funds on repair and rehabilitation of bridges, or about 13 percent of total funds.

Michigan is currently spending all of its federal bridge money on bridge repair. In 2008, Michigan received \$123 million in federal funds for bridge repair and they spent \$166 million, or 20.5 percent of all federal funds, on bridge upkeep.⁹ (It's possible to spend more on bridge repair than a state received because of other federal programs that can be shifted or "flexed" into bridge repair.) The U.S. average is 13 percent. Michigan spent \$48 million or 5.9 percent of all federal funds on new capacity. The U.S. average is 30 percent.

Though we need to continue expanding our transportation system, the safety and preservation of existing bridges and roads must be a higher priority for our long-term economic competitiveness and fiscal sustainability.

States Can't Keep Up Without Federal Support

Bridges provide crucial access between regions and cities, linking workers to jobs, goods to markets and people to essential services. According to the FHWA, transportation agencies would need \$70.9 billion to overcome the current backlog of deficient bridges.¹⁰ This investment would be money well spent, as poor bridge conditions have major implications for traveler safety, mobility and economic activity.

Allowing roads and bridges to slip into disrepair ultimately costs state and local governments billions more than the cost of regular, timely repair. Over a 25-year period, deferring maintenance of bridges and highways can cost three times as much as preventative repairs. The backlog also increases safety risks, hinders economic prosperity and significantly burdens taxpayers. Preservation efforts can also extend the expected service life of a road for an additional 18 years, preventing the need for major reconstruction or replacement.¹¹ It is imperative that Michigan maximize precious tax dollars by extending the useful service life of roads and bridges before major rehabilitation or replacement is required.

In addition to the safety imperative, investing in the construction, expansion and repair of our nation's transportation infrastructure creates jobs while laying the foundation for long-term economic prosperity. Repair work on roads and bridges generates 16 percent more jobs than new bridge and road construction.¹²

⁹ Ibid.

¹⁰ SAFETEA-LU Funding Tables, FY2009, Table 3, Part 1, "Weighted Needs", p.27.
<http://www.fhwa.dot.gov/safetealu/fy09comptables.pdf>

¹¹ American Association of State Highway and Transportation Officials. *Bridging the Gap: Restoring and Rebuilding the Nation's Bridges*. July 2008. <http://roughroads.transportation.org/>

¹² Smart Growth for America. *The Best Stimulus for The Money*. www.smartgrowthamerica.org/stimulus.html

For all these reasons, Congress repeatedly has declared the condition and safety of our bridges to be of national significance. However, the current federal program is not designed to ensure that transportation agencies have enough money and accountability to get the job done.

The Consequences of Deferred Maintenance

Neglecting bridge repair and maintenance won't just cost more money down the road — the consequences can be far more immediate and disastrous. Deferred maintenance can result in crippling delays if a vital artery is closed, or even worse, if lives are put in danger as aging bridges become unsafe and at risk for collapse.

Crown Point Bridge Closing

On October 16, 2009, the Champlain/Crown Point bridge linking New York and Vermont was closed without warning. An inspection performed on the bridge as part of a rehabilitation or replacement process, set to start in 2012, revealed that two of the bridge's support piers were not structurally sound. The bridge was a vital economic connection between the states, carrying about 3,500 cars across each day. Thousands of daily commuters now have to drive about 100 miles out of their way to another bridge or pay at least \$8 a trip for a ferry. A month later, officials in Vermont and New York announced that the bridge was beyond repair and would have to be demolished. Jim Bonnie, with the New York Department of Transportation, told NPR, "We set aside about \$30 million a year for our bridge program, but we need on the order of \$100 million to maintain our 830 bridges. So, it's just an epidemic."

Minneapolis' I-35W Collapse

On August 1, 2007, the I-35W bridge in Minneapolis, Minnesota abruptly failed, falling into the Mississippi River, killing 13 people and injuring 145. Following the incident, the National Transportation Safety Board (NTSB) undertook a year-long investigation to determine the cause of the collapse. Though the "structurally deficient" bridge was being inspected every year, the NTSB found that the bridge design was flawed; its gusset plates were undersized and not meant to support the kind of loads the bridge was carrying. The cause of the collapse, in the NTSB's opinion, was the increased weight of the bridge itself due to previous modifications, and the concentrated weight of construction materials present on the deck of the bridge on the day of the collapse.

Recommendations

As our nation's bridges continue to age Congress needs to provide states with increased resources to repair and rebuild them. As the chart earlier in this report shows, the federal transportation program currently provides only a fraction of the necessary funds for maintenance and repair. Although a number of states are making repair of existing assets a priority, more support from the federal government is essential. The nation's bridges are aging and traffic demands are increasing. Though the size of the federal program has increased by 14 percent between 2006 and 2009, state-level needs increased by 47 percent.

Congress also needs to take steps to make sure that funds sent to states for bridge repair are used only for that purpose. Today states can transfer bridge funds for other purposes – even if they have bridges that are in need of repair. These funds should only be used for other purposes if the state's bridges are in a state of good repair. In addition, states should be given the flexibility to develop long-term programs that focus on both keeping bridges in good condition and fixing or replacing bridges that are deficient. Even in instances where it is more cost-effective to perform regular repair on a bridge to prevent it from becoming deficient, the current federal program only allows states to fix a bridge that is structurally deficient with a low sufficiency rating.

Some states across the country are already taking the right steps to repair their infrastructure. These best practices could serve as a model for other states and work with an improved federal program to fix our nation's bridges. Michigan, for example, has greatly increased the ratio of spending on routine maintenance and pavement preservation vis-à-vis capacity increases and/or new roads by attempting to meet a goal of 95 percent of freeways and 85 percent of non-freeways in good condition by 2007, a goal established by Michigan's State Transportation Commission in 1997. The Florida Department of Transportation is bound by state statute that lists preservation as the first of three "prevailing principles," and sets maintenance standards for pavement and bridges.

When our aging bridges are replaced, they must be designed to provide safe access for all who need to use them, whether they are in vehicles, on foot or bicycle, or using public transit.

Conclusion

We cannot continue to ignore our transportation network's vital maintenance needs. The costs of current practices are well known, as roads and bridges continue to display the effects of wear and age, suffering the results of underinvestment. Without a change in both spending levels and overall priorities, Michigan will need \$226 from each driver to fix all of the structurally deficient bridges. As our bridges continue to age – more than 60 percent of all bridges will be past their useful life in 2030 – this figure will only grow.

Preserving Michigan's existing transportation system is crucial to ensuring regional prosperity, safety and a higher quality of life. The economic and social cost of neglect is simply too high. It is time for our policymakers to shore up our infrastructure and ensure Americans get the most bang for our transportation buck.

Appendix A: Michigan Counties, Ranked by Percentage of Structurally Deficient Bridges

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Missaukee County	42	13	31.00%	32,867	5,000
Mason County	59	17	28.80%	142,214	13,226
Kalkaska County	11	3	27.30%	22,753	4,029
Cass County	49	13	26.50%	110,236	12,215
Alger County	54	14	25.90%	55,197	1,587
Newaygo County	62	16	25.80%	81,074	7,707
Marquette County	132	33	25.00%	230,331	28,146
Barry County	43	10	23.30%	100,419	37,005
Isabella County	156	35	22.40%	296,958	41,629
Lake County	28	6	21.40%	31,308	2,817
Bay County	157	33	21.00%	1,038,267	166,684
Saginaw County	319	67	21.00%	1,510,282	376,173
Genesee County	371	76	20.50%	5,297,748	857,539

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Livingston County	154	31	20.10%	1,393,251	335,122
Oscoda County	15	3	20.00%	23,530	1,087
Menominee County	91	18	19.80%	121,039	14,121
Monroe County	297	58	19.50%	2,451,927	417,165
Branch County	119	23	19.30%	235,231	30,906
Benzie County	21	4	19.00%	49,839	9,478
Delta County	86	16	18.60%	184,093	31,863
Washtenaw County	248	46	18.50%	3,014,999	253,077
Lapeer County	157	29	18.50%	647,648	151,848
Jackson County	158	28	17.70%	1,427,678	387,991
Gratiot County	165	29	17.60%	352,528	22,760
Midland County	121	21	17.40%	425,048	41,175
Emmet County	29	5	17.20%	128,419	8,962
Clinton County	220	37	16.80%	1,114,853	18,521
Allegan County	226	38	16.80%	753,410	105,301
Hillsdale County	102	17	16.70%	96,110	9,910
Manistee County	31	5	16.10%	61,487	3,705
Calhoun County	211	32	15.20%	1,313,063	123,869
St. Joseph County	126	18	14.30%	204,353	16,683
Clare County	85	12	14.10%	179,695	21,423
Ionia County	121	17	14.00%	475,199	14,364
Gogebic County	100	14	14.00%	89,263	10,101
Chippewa County	109	15	13.80%	152,564	37,189
Iron County	51	7	13.70%	51,728	7,196
Kalamazoo County	147	20	13.60%	1,410,151	191,459
Ontonagon County	60	8	13.30%	53,633	4,885

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Macomb County	401	53	13.20%	6,305,519	464,225
Oceana County	93	12	12.90%	173,681	11,953
Ingham County	236	30	12.70%	3,120,174	190,861
Baraga County	58	7	12.10%	56,267	7,022
Alcona County	25	3	12.00%	22,849	1,391
Muskegon County	143	17	11.90%	1,071,189	40,461
St. Clair County	316	37	11.70%	1,114,786	156,070
Berrien County	264	30	11.40%	1,698,586	135,848
Wexford County	62	7	11.30%	315,514	27,149
Arenac County	80	9	11.30%	280,232	18,747
Presque Isle County	36	4	11.10%	30,924	1,815
Van Buren County	119	13	10.90%	573,762	71,023
Iosco County	46	5	10.90%	106,903	4,150
Grand Traverse County	30	3	10.00%	295,982	22,345
Wayne County	1021	102	10.00%	22,752,662	2,298,779
Gladwin County	61	6	9.80%	78,495	9,119
Montcalm County	113	11	9.70%	273,657	21,879
Osceola County	103	10	9.70%	285,471	9,920
Alpena County	31	3	9.70%	96,859	7,360
Mecosta County	74	7	9.50%	317,940	9,148
Shiawassee County	162	14	8.60%	593,633	26,821
Eaton County	200	17	8.50%	1,031,450	20,160
Lenawee County	224	18	8.00%	451,622	22,964
Schoolcraft County	64	5	7.80%	47,768	1,402

County	Number of bridges	Number of structurally deficient bridges	Percentage of bridges that are structurally deficient	Bridge average annual daily traffic	Average annual daily traffic on SD bridges
Oakland County	445	34	7.60%	11,551,710	806,672
Huron County	188	14	7.40%	118,473	7,097
Cheboygan County	70	5	7.10%	151,876	2,530
Antrim County	15	1	6.70%	31,273	20
Charlevoix County	15	1	6.70%	52,043	1,010
Houghton County	48	3	6.30%	66,688	750
Crawford County	49	3	6.10%	138,643	1,046
Kent County	515	31	6.00%	8,343,236	454,527
Tuscola County	232	12	5.20%	239,514	28,064
Mackinac County	62	3	4.80%	90,716	874
Sanilac County	172	8	4.70%	163,776	19,103
Luce County	26	1	3.80%	18,028	574
Ottawa County	240	8	3.30%	2,071,944	31,669
Ogemaw County	32	1	3.10%	102,090	643
Dickinson County	34	1	2.90%	50,296	10
Roscommon County	39	1	2.60%	108,160	4,982
Keweenaw County	10	0	0.00%	9,387	
Leelanau County	7	0	0.00%	18,877	
Montmorency County	16	0	0.00%	20,558	
Otsego County	18	0	0.00%	58,894	

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This report was written by Lilly Shoup, Nick Donohue and Marisa Lang with additional contributions from Tanya Mejia, Sean Barry, David Goldberg and Stephen Lee Davis for Transportation for America. Andrew Amey provided invaluable assistance compiling and analyzing the National Bridge Inventory data and Greg Vernon provided the GIS work. Our thanks to the U.S. DOT and FHWA for their cooperation.

About Transportation for America

TRANSPORTATION FOR AMERICA (T4 America) is the largest, most diverse coalition working on transportation reform today. We believe it is time for a bold new vision — transportation that guarantees our freedom to move however we choose and leads to a stronger economy, greater energy security, cleaner environment and healthier America. We're calling for more responsible investment of our federal tax dollars to create a safer, cleaner, smarter transportation system that works for everyone.

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