

A blue-tinted background image showing a person in the foreground with their hand raised, as if participating in a meeting or presentation. Other people are visible in the background, also in a professional setting.

OCTOBER 2019

ANSWERING AMERICA

QUESTION 2: DO WE NEED TO
BUILD A WALL?

**THE BUSINESS CASE
AGAINST TRUMP'S AGENDA**



BUSINESSFORWARD
FOUNDATION

QUESTION 2:

DO WE NEED TO BUILD A WALL?

ANSWER: NO.

**THERE ARE BETTER, CHEAPER WAYS TO PROTECT THE BORDER.
TRUMP SHOULD PAY LESS ATTENTION TO HIS WALL AND START FIXING
THE BRIDGES, LEVEES, ROADS, AND RAILWAYS AMERICAN BUSINESSES NEED.**



Q2
INFRASTRUCTURE

THE
ARGUMENT

WALL WON'T
WORK

DERAILING
BIPARTISANSHIP

FAILING
INFRASTRUCTURE

FUNDING
GAP

GLOBAL
COMPETITION

MIDWESTERN
INFRASTRUCTURE

TRUMP AWOL

PENNSYLVANIA
CASE STUDY

IOWA CASE
STUDY

ENDNOTES

THE ARGUMENT

1 Trump’s wall, which engineers price at \$31 billion, won’t work as promised because most drugs and criminals cross our borders through ports, over roads, or by air.

2 Trump’s brinkmanship over a wall has derailed bipartisan deals on infrastructure.

3 U.S. infrastructure earns a D+. In key sectors, Midwest states score even worse. Yet, we consistently invest far less than our global competitors.

4 Trump’s infrastructure proposal falls far short of the investment needed. With Trump AWOL on infrastructure, mayors and governors are left without a partner or a national plan.

“ On Day One, we will begin working on intangible [sic], physical, tall, power, beautiful southern border wall.¹ ”

- PRESIDENT DONALD TRUMP



TRUMP’S WALL WON’T ACHIEVE WHAT HE PROMISES, COSTS 30X MORE THAN REPUBLICAN PROPOSALS THAT COULD

A WALL WON’T WORK

We have already installed walls where they are likely to work. Trump wants to spend \$31 billion to put them where they won’t.²

One-third of our border with Mexico (654 miles of the 1,991 miles) had some kind of fabricated barrier when Trump took office.³

Nearly all the rest is mountains, desert, or river, which makes crossing difficult. Most of it is also private land, which means the USG will have to seize land for the wall.

Most drugs and undocumented immigrants cross our borders over roads, through ports, or by plane — not across the desert

THERE ARE BETTER WAYS TO PROTECT THE BORDER

ALTERNATIVE \$1B “SMART” PLAN PROPOSED BY REPUBLICAN CONGRESSMAN FROM TEXAS (AND FORMER CIA AGENT)

“We need a smart wall that uses high-tech resources like sensors, radar, lidar, fiber optics, drones and cameras to detect and then track incursions across our border so we can deploy efficiently our most important resource, the men and women of border patrol to perform the most difficult task — interdiction. With a smart wall, we can have a more secure border at a fraction of the cost — that can be implemented and fully operational within a year.”⁴

- Will Hurd

EVERY CONGRESSPERSON ALONG SOUTHERN BORDER OPPOSES BORDER WALL FUNDING.⁵

CBS NEWS

“ I think building a concrete structure sea to shining sea is the most expensive and least effective way to do border security.”

- REP WILL HURD (R-TX, FORMER CIA AGENT) REPRESENTS TEXAS’ 23RD CONGRESSIONAL DISTRICT, WHICH STRETCHES ROUGHLY 820 MILES OF THE BORDER



TRUMP HAS DERAILED BIPARTISAN INFRASTRUCTURE PROPOSALS OVER HIS WALL

TRUMP IS DISTRACTED BY HIS WALL

DONALD TRUMP TWEETS⁷

334

ABOUT "THE WALL"

146

ABOUT BORDER SECURITY

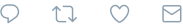
38

ABOUT INFRASTRUCTURE

Donald J. Trump
@realDonaldTrump



What they (Democrats) are just beginning to realize is that I will not sign any of their legislation, including infrastructure, unless it has perfect Border Security. U.S.A. WINS!



20 December, 2018

HE WILL DO ANYTHING TO FUND IT

TRUMP'S 2018-19 SHUTDOWN COST THE ECONOMY \$11 BILLION⁸

"TRUMP AGAIN THREATENS TO SHUT DOWN GOVERNMENT"⁹

JULY 29, 2018

THE WALL STREET JOURNAL

" 'I WILL SHUT DOWN THE GOVERNMENT' TRUMP MAKES THREAT OVER BORDER WALL FUNDING"¹⁰

DECEMBER 11, 2018

TIME

"TRUMP INSISTS HE CAN USE MILITARY FUNDS AND 'DECLARE AN EMERGENCY' TO BUILD BORDER WALL"¹¹

JANUARY 7, 2019

MilitaryTimes

IT'S BEEN 2.5 YEARS AND HE STILL HAS NO COMPREHENSIVE INFRASTRUCTURE PROPOSAL

Despite having Republican control over the House and the Senate for his first two years in office, Trump failed to introduce a comprehensive infrastructure bill — or explain how he would pay for it.

In May 2019, he refused to submit an infrastructure bill until Congress passed his USMCA trade deal.¹²

The problem? He has not submitted the trade deal to Congress.



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ONCE A GLOBAL LEADER ON INFRASTRUCTURE, AMERICA NOW FAILS TO INVEST AND INNOVATE

TRADITIONAL INFRASTRUCTURE SCORE:¹³



AVIATION: D

BRIDGES: C+

DAMS: D

DRINKING WATER: D

ENERGY: D+

HAZARDOUS WASTE: D+

INLAND WATERWAYS: D

LEVEES: D

PORTS: C+

RAIL: B

PARKS AND REC: D+

ROADS: D

SCHOOLS: D+

SOLID WASTE: C+

TRANSIT: D-

WASTEWATER: D+

A - EXCEPTIONAL

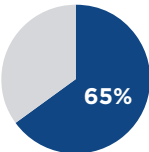
B - GOOD C - MEDIOCRE

D - POOR F - FAILING

SOURCE: AMERICAN SOCIETY OF CIVIL ENGINEERS

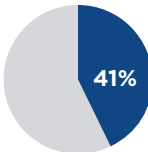
TECHNOLOGICAL INFRASTRUCTURE SCORE “INCOMPLETE”

ELECTRICAL GRID
RENEWABLE CAPACITY (2017-2019)



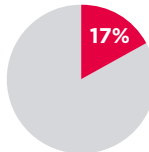
65%

GERMANY¹⁴



41%

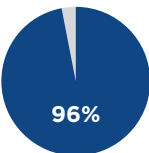
U.K.¹⁵



17%

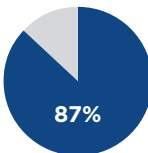
U.S.¹⁶

PREDICTED ELECTRICAL GRID
RENEWABLE CAPACITY (2050)¹⁷



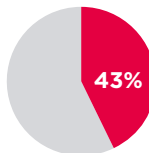
96%

GERMANY



87%

U.K.



43%

U.S.

BROADBAND
ACCESS


163M

(APPROXIMATELY HALF OF
THE U.S. POPULATION)

AMERICANS
ACCESS THE INTERNET
AT SPEEDS SLOWER
THAN BROADBAND
SPEED, INCLUDING
24 MILLION IN
MI, OH, IA, PA,
AND WI.¹⁸


MILES OF HIGH-SPEED RAIL

19,000




CHINA¹⁹

10,230




EUROPE²⁰

1,900




JAPAN²¹

34*



U.S.²²

*JAPAN'S HIGH-SPEED RAIL REACHES 200 MPH.
AMERICA'S 34 MILES OF SEMI-HIGH-SPEED
RAIL REACHES 150 MPH.



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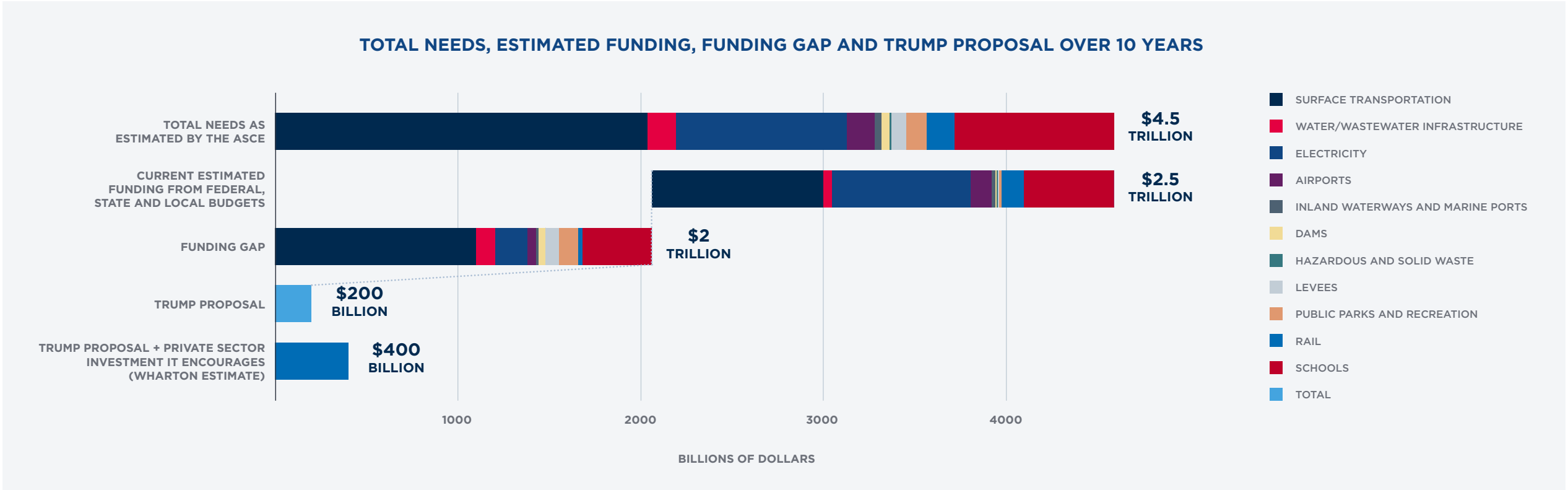
ENDNOTES

6/15

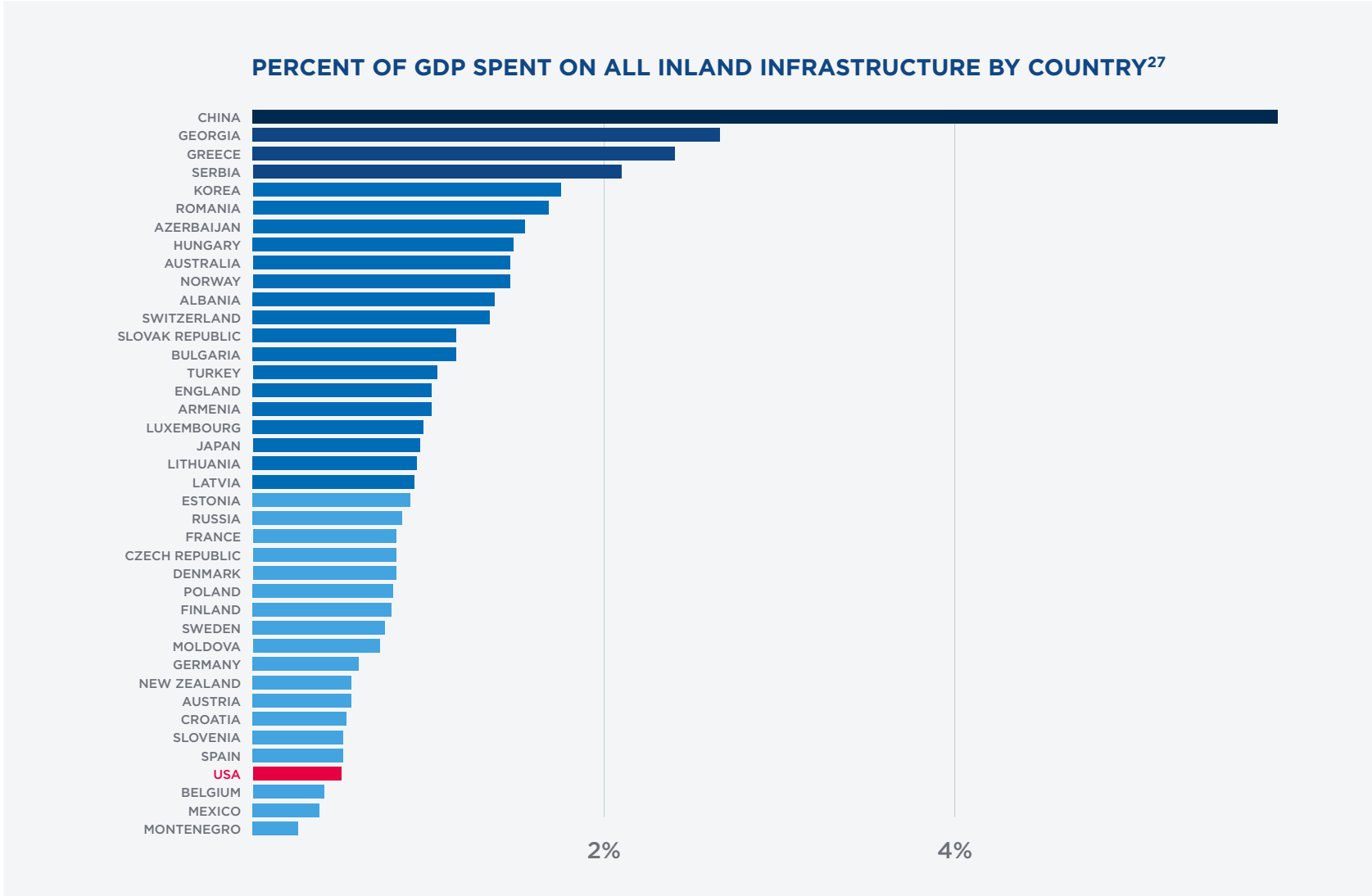
TRUMP’S DRAFT INFRASTRUCTURE PROPOSAL WOULD INVEST ONLY \$20 BILLION/YEAR IN INFRASTRUCTURE, NATIONWIDE

According to the American Society of Civil Engineers, the U.S. must spend \$4.5 trillion by 2025 to fix our roads, bridges, dams, broadband, and other infrastructure. Current federal, state, and local budgets cover about \$2.5 trillion of that amount, creating a \$2 trillion shortfall.²³ The longer we delay these repairs and investment, the higher costs grow and the larger the shortfall becomes. As a candidate, Trump promised \$1 trillion to reconstruct the nation’s roadways, waterworks, and bridges.²⁴ In 2018, he outlined a plan (but did not submit a bill) with only \$200 billion spread over 10 years (2019-2028).²⁵

Trump claims his \$200 billion will encourage local governments and the private sector to invest another \$1.5 trillion, but Penn’s Wharton School (Trump’s alma mater) calculates his \$200 billion investment is unlikely to encourage more than \$200 billion in new investment.²⁶



WHILE WASHINGTON GRIDLOCKS OVER TRUMP’S WALL, OUR COMPETITORS ARE INVESTING



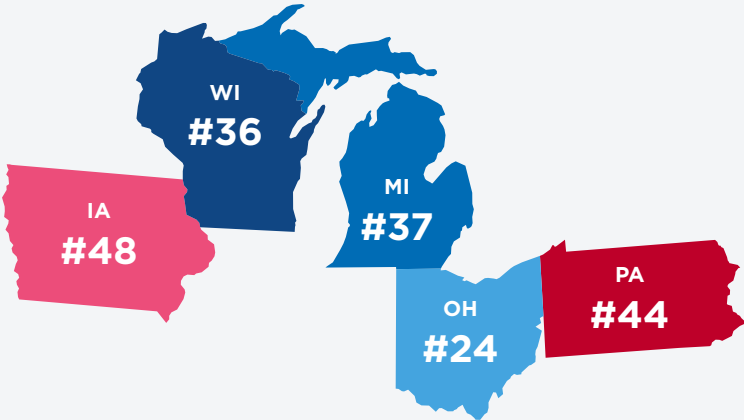
CHINA

China invests nearly 12x more than the U.S. in infrastructure.

While infrastructure in the U.S. crumbles, China is implementing its Belt and Road Initiative, a massive infrastructure investment of roughly \$150B per year in 68 countries along the old Silk Road, linking it with Europe and the Middle East.²⁸

INFRASTRUCTURE IS PARTICULARLY BAD IN THE MIDWEST, WHERE FEDERAL INVESTMENT MEANS THE MOST

MIDWESTERN STATES' INFRASTRUCTURE RANKINGS



KEY FINDINGS

- IA:** First in the nation for number of structurally deficient bridges, 20% (nearly 5,000 of 24,000 bridges across the state).³⁰
- MI:** Lowest annual state spending on highways in the nation (\$172/driver) and has a score of D- from ASCE on roads.³¹
- PA:** Current wastewater systems discharge billions of gallons of raw sewage into Pennsylvania's surface waters each year.³²
- OH:** Only 46% of Ohioans have access to affordable wired broadband internet.³³
- WI:** 5th highest cost per year to motorists caused by driving on roads in need of repair (\$736).³⁴

THE MIDWEST IS A TRANSPORTATION HUB

OHIO IS THE CROSSROADS OF AMERICA



Ohio is within a day's drive of 60% of the U.S. and Canadian population.³⁵

4TH LARGEST INTERSTATE SYSTEM³⁶

2ND LARGEST INVENTORY OF BRIDGES³⁷

3RD HIGHEST FREIGHT VOLUME³⁸

6TH HIGHEST NUMBER OF VEHICLE MILES TRAVELED³⁹

Federal Highway Administration estimates that the return on investment for each dollar spent on transportation infrastructure is \$5.20, which benefits the transportation-driven Midwest the most.⁴⁰



WITH TRUMP AWOL ON INFRASTRUCTURE, MAYORS AND GOVERNORS ARE LEFT WITHOUT A PARTNER OR A NATIONAL PLAN

Current proposals in Washington do not allocate enough federal funding for cities to think holistically about infrastructure — beyond just roads.

“

Infrastructure projects of regional and national significance, which underpin economic revitalization efforts across the country, require a federal-state-local partnership. The local and state partners have made this a priority. What happened to the federal partner?

”

- JOHN D. PORCARI
FORMER DEPUTY SECRETARY
OF TRANSPORTATION

“

From a local perspective, thinking about a lot of the infrastructure conversations happening today, without lots of funding from the federal government, the math is simply unsustainable for local and state governments to take a holistic view of infrastructure, especially for less visible projects such as water and sewer systems.

”

- NAN WHALEY
MAYOR OF DAYTON, OH

Without a strong federal partner, local and state governments are left to themselves to plan and fund infrastructure investments on their own.

Many Midwestern states have a disproportionately larger number of local governing units, making planning and coordination even more difficult.

A federal plan would create cohesion across projects and reduce bureaucratic delays.

STATE RANKINGS OF TOTAL GOVERNMENTAL UNITS⁴⁹

- #3 PA (4,897)
- #5 OH (3,842)
- #10 WI (3,128)
- #12 MI (2,875)
- #17 IA (1,947)



CASE STUDY: PENNSYLVANIA (C-)

22%
OF STATE-REGULATED
DAMS ARE AT HIGH
HAZARD RISK⁴¹

17%
OF BRIDGES ARE
STRUCTURALLY
DEFICIENT⁴²

#5 HIGHEST IN U.S.

797
HAZARDOUS
DAMS⁴³

PENNSYLVANIA
BRIDGES ARE
ON AVERAGE
15
YEARS OLDER
THAN U.S. AVG.⁴⁴

30%
OF PUBLIC
ROADS ARE IN
POOR CONDITION⁴⁵

\$6.95
BILLION
IN WASTEWATER
INFRASTRUCTURE
NEEDS OVER THE
NEXT 20 YEARS⁴⁶

#7
WORST
INFRASTRUCTURE
IN THE U.S.⁴⁷

For motorists statewide, traffic congestion results in over \$3.7 billion per year in lost time and wasted fuel, and deficient roadway conditions cost the average motorist over \$500 in operating and maintenance outlays.⁴⁸



CASE STUDY: IOWA'S WATER INFRASTRUCTURE

D

DAMS
ASCE REPORT CARD SCORE

D+

INLAND WATERWAYS
ASCE REPORT CARD SCORE

C

LEVEES
ASCE REPORT CARD SCORE

IOWA'S ECONOMY DEPENDS ON ITS RIVERS⁵⁰

\$4.3B
IN REVENUE

26K
JOBS

96

DAMS IN IOWA
ARE RATED
HIGH HAZARD

IOWA'S STATE DAM SAFETY
PROGRAM BUDGET IS LESS THAN
\$50 PER REGULATED DAM.
NATIONAL AVERAGE IS \$700 PER DAM.

490 miles of inland waterways;
locks and dams are 80 years old,
on average — 30 years past
intended design life.⁵²

“We are experiencing what the rest of the planet is experiencing...Wet areas are getting wetter, and dry areas are getting drier,” said Jerry Schnoor, a University of Iowa professor in civil and environmental engineering... Warming over the Gulf of Mexico is helping feed large rain events in Iowa and the Midwest, Schnoor said: ‘That’s why we’re prone to these great down-pours like Des Moines saw on June 30.’”

“WHAT A DIFFERENCE ONE DEGREE
MAKES: IOWA IS GETTING HOTTER, BRINGING
MORE FREQUENT AND INTENSE STORMS”
AUGUST 9, 2018

The Des Moines Register

2019 = WORST YEAR EVER

Iowa set a record for rain and snow over the past 12 months (6/18-5/19) with nearly 51 inches of precipitation, which is approximately 16 inches more than the 34.42 inches the state averaged from 1981 to 2010.⁵⁴

During the first half of this year, four levees broke in Iowa, putting 2,300 people and 1,600 buildings at risk.⁵⁵ 70 Iowa counties were declared disaster areas. Damages estimated at \$1.6 billion.⁵⁶

OVER
50%
OF COUNTIES
UNDER DISASTER
PROCLAMATIONS

92%

OF THE NATION'S
AGRICULTURAL
EXPORTS

78%

OF THE WORLD'S
EXPORTS IN
FEED GRAINS AND
SOYBEANS

60%

OF ALL GRAIN
EXPORTED FROM
THE U.S.

ARE SHIPPED ON THE MISSISSIPPI RIVER⁵¹



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ENDNOTES

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