

Infrastructure USA www.InfrastructureUSA.org

A non-profit project generating a national dialogue to address the infrastructure crisis.

"If we don't commit ourselves to maintaining what we've built, we'll lose it. Now is the time. This website is a great contribution to a crucial national project."

-InfrastructureUSA user, New York

"Great! The problems are getting some much needed attention, finally!"

-InfrastructureUSA user, Michigan

"By engaging in civic dialogue, I believe InfrastructureUSA can raise public consciousness of where infrastructure needs to be, in terms of the public agenda, public priorities.

We've got to do that."

-Hon. Edward G. Rendell, former Governor, Pennsylvania



Project Information

2011

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Accolades for InfrastructureUSA

InfrastructureUSA

Accolades for InfrastructureUSA

“InfrastructureUSA’s mission to generate greater citizen dialogue is vital. This cannot be an arcane or technical discussion...People need to understand that it’s going to improve their quality of life.”

-Robert Yaro, President, Regional Plan Association

“By engaging in civic dialogue, I believe InfrastructureUSA can raise public consciousness of where infrastructure needs to be, in terms of the public agenda, public priorities. We’ve got to do that.”

-Hon. Edward G. Rendell, former Governor, Pennsylvania

“Hats off and cheers to InfrastructureUSA for your service and contribution to the better understanding of America's needs and how to meet them.”

-Hon. James Oberstar, former Chairman, House Transportation & Infrastructure Committee

“I think what InfrastructureUSA.org is doing is laudable and should be applauded. We need more of this kind of civic engagement.”

-Adolfo Carrión, Jr., HUD Regional Director for NY/NJ

“The most important thing is educating the public, and also members of Congress...They don’t know how the system is funded. They don’t know enough specifics about alternatives that are available around the world but not in the United States...”

-Rep. John Mica, Chairman, House Transportation & Infrastructure Committee

“If you don’t have a job there’s an opportunity to get a job working on infrastructure, and yet the topic has for too long been largely ignored...which is why I’m so thrilled with your group and this website.”

-Scott Stringer, Manhattan Borough President

“This is an extremely timely area that needs attention. We need to overhaul the infrastructure in a more environmentally sound way...Keep up the good work.”

-Connecticut user

"America was founded on building something new, and we’re still a relatively young country... If we don’t commit ourselves to maintaining what we’ve built, we’ll lose it. Now is the time. This website is a great contribution to a crucial national project."

-New York user

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Citizen Dialogue on InfrastructureUSA.org

Citizen Dialogue on InfrastructureUSA.org

"If you don't call a bridge falling down about 15 blocks from my house in 2007 a crisis what the hell is one!?!?! That caused I-35 to be closed for months, right in the middle of Downtown Minneapolis. This was three years ago, not the 1960s. Are you living on Mars? The Civil Engineers say that our infrastructure gets a D rating. Where are these districts with low congestion and great roads? We have to fix transportation network at some point. Eventually we WILL spend that money. Why not do it at a time when people need work?"

-Minnesota user

"Gov Rendell is right that the word isn't sexy because Americans don't see any immediacy, but if we start seeing results that will change. If congress is arguing about whether we should fix our old roads with tar or cement, no one's going to listen. If they start talking about major changes like investing in trains instead of highways, nuclear power, etc, then people will start paying attention."

-Michigan user

"I am in Tokyo and am struck by the absence of pollution. Many hybrids, many bicycles, a very well developed rail infrastructure and strong shared awareness about the importance of petro-less transport."

-Tokyo user

"If Congress genuinely wants to build a high-speed rail system it will find a way to raise the money, but a revenue stream supported by user fees will not generate adequate payments until enough users are first attracted. As with highways and airports, we will have to prime the pump before the system will be big enough or fast enough to attract that many passengers."

-Illinois user

"We need to be safe, efficient, and smart. Starting out with corridors to ease traffic, reduce travel times, and quit burning oil via gasoline is desirable in my opinion to the majority of Americans. We as a nation are falling behind other nations as far as infrastructure...We need to wake up and put our country and our people first for a change."

-Tennessee user

"No wonder road rage exists...The U.S. needs to build high-speed rail, period. We can't afford not to."

-New York user

"This is not about fair tax policy. It's about wise spending policy. Although you can't protect infrastructure spending from the political process, it's essential to open the process up. Let projects go forward and demand accountability. "

-Connecticut user

“America needs to get back to basics with transportation investments. It's time to start investing in our most basic infrastructure which is our railroads and stations, without the fancy bells and whistles that make such investments unattainable.”

-Pennsylvania user

"A national plan for infrastructure works is much too long overdue. I hope local and regional politics can be put aside long enough to finally allow its implementation. "

-Florida user

"Great! The problems are getting some much needed attention, finally!"

-Michigan user

"I wonder why 'taxes' have become such a dirty work in our culture. The issue of taxes should not be viewed as 'how much do I have to pay,' but, rather, 'what are my tax dollars buying.' When I think of infrastructure, the vivid image of deferred maintenance is the first thing that comes to mind. How can we intelligently allow our public facilities to continue to deteriorate?"

-New York user

"While our infrastructure is aging, we don't need to replace ALL of it! Most of the water distribution network is still in good condition, we just need to find the pipes that either have leaks or will fail due to deterioration."

-Ontario user

"I disagree that a sustainable-fuel car would cease to be an enemy of the environment. The infrastructure of highways, overpasses and parking lots must cause their own amount of environmental degradation."

-Massachusetts user

“God forbid that more bridges have to collapse and dams have to give way before Americans and the politicians get their heads out of their collective posteriors. But I'm afraid that is what will have to happen to catalyze change. "

-Jakarta user

“...The US has a military presence in 60+ countries, and a larger military budget than the rest of the world combined? Yet we can't afford to fix bridges?"

-Illinois user

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***Content Posted
at Infra Views***

Content Posted at Infra Views

Content has been generated by dozens of national and local public policy organizations, professional and industry associations, educational institutions and governmental agencies.

- **Alliance for American Manufacturing (AAM)**
- **America 2050 / Regional Plan Association**
- **American Assn. of State Highway and Transportation Officials (AASHTO)**
- **American Federation of Teachers (AFT)**
- **American High Speed Rail Alliance (AHSRA)**
- **Association of Commuter Transportation (ACT)**
- **American Medical Association**
- **American Planning Association (APA)**
- **American Public Transportation Association (APTA)**
- **American Road & Transportation Builders Association (ARTBA)**
- **American Society of Civil Engineers (ASCE)**
- **American Transportation Safety Services Association**
- **American Wind Energy Association**
- **Aspen Institute**
- **Bipartisan Policy Center**
- **Blue Green Alliance**
- **Blueprint America**
- **Brookings Institution**
- **Building America's Future (BAF)**
- **Bureau of Transportation Statistics**
- **Bus Riders Union**
- **California Department of Transportation**
- **California High-Speed Rail Authority**
- **California Public Interest Research Group (CalPIRG)**
- **Center for Neighborhood Technology**
- **Center for Social Inclusion**
- **Center for Transit Oriented Development**
- **Center for Transportation Excellence**
- **CEOs for Cities**
- **Cities21**
- **City Club of Portland**
- **City of Seattle, Walk Bike Ride Initiative**
- **Clean Air Task Force**
- **Clean Edge**
- **Clean Water Action**
- **Coalition for a Sustainable SR 520**
- **Colorado Department of Transportation**
- **Congressional Budget Office**
- **Council of Economic Advisers**
- **Council of State Governments**
- **Donnell-Kay Foundation**
- **Economic Policy Institute**

- **Environment Illinois**
- **Environmental Defense Fund (EDF)**
- **Environmental Integrity Project**
- **Federal Rail Administration**
- **Federal Transit Administration**
- **Florida Department of Transportation**
- **Green For All**
- **Greeninfo Network**
- **Harris Interactive**
- **Healthy Schools Network, Inc.**
- **Highway Safety Information System**
- **HNTB Corporation**
- **I-95 Coalition**
- **IBM**
- **Illinois Public Interest Research Group (IllinoisPIRG)**
- **Innovation NewsBriefs**
- **Institute of Urban Studies**
- **Intelligent Transportation Society of America (ITS America)**
- **International District Energy Association**
- **International Energy Agency**
- **Interstate Traveler Company (ITC)**
- **Institute for Transportation and Development Policy**
- **International District Energy Association (IDEA)**
- **Iowa Policy Project**
- **ITT Fluid Technology**
- **KALW News**
- **Labor / Community Strategy Center**
- **Latitude**
- **League of American Bicyclists**
- **Levees.org**
- **The Massachusetts Institute of Technology Energy Initiative**
- **Metropolitan Planning Council**
- **Metropolitan Waterfront Alliance (MWA)**
- **Midwest High Speed Rail**
- **Miller Center of Public Affairs, University of Virginia**
- **NACE International**
- **National Environmental Services Center (NESC)**
- **National Resources Defense Council**
- **NC WARN: Waste Awareness and Reduction Network**
- **Next American City**
- **Nextera Energy**
- **New York Building Congress (NYBC)**
- **Nurture New York's Nature**
- **Office of the Vice President of the United States**
- **Pacific Institute for Research and Evaluation (PIRE)**
- **Penn State Public Broadcasting**

- **People Powered Movement**
- **Peter G. Peterson Institute for International Economics**
- **Policy Matters Ohio**
- **PolicyLink**
- **Port of Miami Tunnel Project**
- **Price Waterhouse Coopers**
- **Public Agenda**
- **Reconnecting America**
- **Regional Plan Association (RPA)**
- **Research and Innovative Technology Administrative**
- **Rudin Center for Transportation & Policy Management**
- **Solar Energy Industries Association**
- **The Solar Foundation**
- **Smart Growth America**
- **Sonoran Institute**
- **Streetfilms**
- **Sustainability Mobility & Accessibility Research & Transformation (SMART)**
- **Transit Cooperative Research Program**
- **Transit Riders for Public Transportation**
- **Transportation for America (T4A)**
- **Transportation Equity Network (TEN)**
- **Transportation Research Board**
- **Tri-State Transportation Campaign**
- **Union of Concerned Scientists**
- **U.S. Conference of Mayors (USCM)**
- **U.S. Department of Energy**
- **U.S. Department of State**
- **U.S. Department of Transportation**
- **U.S. Department of Treasury**
- **U.S. House Committee on Transportation and Infrastructure**
- **Urban Land Institute (ULI)**
- **Utah Division of Water Resources**
- **Vision California**
- **West Connect**

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Guests on The Infra Blog

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Patrick J. Natale, Executive Director, American Society of Civil Engineers
Petra Todorovich, Director, America 2050 / Regional Plan Association
John Horsley, Executive Director, AASHTO
Joseph Szabo, Administrator, Federal Railroad Administration
Elliot G. Sander, Group Chief Executive, AECOM, & Chairman, RPA
Rep. John Mica, Chairman, House Transportation & Infrastructure Committee
Marc Morial, President & CEO, National Urban League, & former Mayor of New Orleans
Hilary O. Shelton, Senior Vice President for Advocacy, NAACP
John Robert Smith, President & CEO, Reconnecting America
James Corless, Director, Transportation for America
Maya Wiley, Director, Center for Social Inclusion
Andy Kunz, President & CEO, U.S. High Speed Rail Association
Hon. Edward G. Rendell, former Governor, Pennsylvania
Francisca Porchas, National Coordinator, Transit Riders for Public Transportation
David Walker, Founder & CEO, Comeback America Initiative
David Chavern, Executive Vice President & COO, U.S. Chamber of Commerce
Ronald DeFeo, Chairman and CEO, Terex Corporation
Damon Silvers, Director of Policy & Special Counsel, AFL-CIO
Hon. James Oberstar, former Chairman, House Transportation & Infrastructure Committee
Ambassador Felix Rohatyn, Senior Partner, Lazard Freres & Company
Scott Stringer, Manhattan Borough President
Rep. Steve Israel, U.S. Congressman, New York
Rep. Jerrold Nadler, U.S. House Committee on Transportation & Infrastructure
Robert D. Yaro, President, Regional Plan Association
Cecilia Estolano, Chief Strategist on State and Local Initiatives, Green For All
Thomas Murphy, Senior Resident Fellow, Urban Land Institute
Adolfo Carrión, Jr., HUD Regional Director for NY/NJ
Hon. Richard Ravitch, former Lt. Governor, New York State
Ethan Pollack, Policy Analyst, Economic Policy Institute
Richard Anderson, President, New York Building Congress
Polly Trottenberg, Assistant Secretary, U.S. Department of Transportation
Samuel Schwartz, P.E., President, Sam Schwartz Engineering
Sen. Robert Menendez, New Jersey
Will Friedman, Ph.D., President, Public Agenda
Robert Paaswell, Ph.D., Executive Director, CUNY Institute for Urban Systems
Denise Richardson, Managing Director, General Contractors Association of New York
Brian Depew, Assistant Executive Director, Center for Rural Affairs
Kate Slevin, AICP, Executive Director, Tri-State Transportation Campaign
Janice Tuchman, Editor-In-Chief, *Engineering News-Record (ENR)*
Kathryn Phillips, Program Director, Environmental Defense Fund
Andrés Duany, Architect & Author, *The Smart Growth Manual*
Maya MacGuineas, President, Committee for a Responsible Federal Budget

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Leadership & Funding

InfrastructureUSA.org Leadership

The Founder and Managing Director of **InfrastructureUSA.org** is **Steven C.F. Anderson**, journalist, filmmaker and communications strategist. As President/Executive Producer of APL, Anderson Productions Ltd, Steve has produced award-winning documentaries for PBS and cable TV, and content for web presentation focused on transportation, urban planning, housing and community redevelopment. A media innovator for 30 years, Steve has collaborated with non-profit and governmental organizations, including Regional Plan Association, Urban Land Institute and the NY Metropolitan Transportation Council (NYMTC).

InfrastructureUSA.org Senior Advisors

H. Claude Shostal is a Faculty Member at the NYU Schack Institute of Real Estate and Past President of Regional Plan Association. He also serves as President of the Catskill Center for Conservation & Development. A former Vice President for Development at Cushman Realty and Binswanger Corporation, Claude previously served in senior positions in New York State & New York City government.

Kenneth K. Fisher is a partner in the law firm of Cozen O'Connor, where his practice concentrates on the civic fabric of New York City; real estate development, zoning and land use matters. A former Member of the New York City Council, Ken is currently chair of the NYC chapter of the League of Conservation Voters, the New York City Bar Association Committee on Land Use, Planning & Zoning, and the Governor's Island Alliance. His article, *Whither Infrastructure? Facing the Capital Construction Conundrum* was published in the ***NY Law Journal***.

Michael Connor is an award-winning media executive, entrepreneur and consultant with extensive experience in television, print and the Internet. He is president and CEO of New Mountain Media LLC and Publisher/Executive Editor of ***Business Ethics Online***. A former reporter for ***The Wall Street Journal*** and correspondent for ABC News, Michael has launched and managed numerous ventures on multiple media platforms in the U.S., Europe and Asia.

Funding

InfrastructureUSA.org wishes to acknowledge the seed underwriting support provided by the following:

- American Society of Civil Engineers
- New York Building Foundation
- John Hennessy III, P.E., FACEC, former Chairman,
The American Council of Engineering Companies
- Steven C.F. Anderson and Anderson Productions Ltd

Fiscal Sponsorship

InfrastructureUSA.org is fiscally sponsored by the Open Space Institute, Inc., as part of its Citizen Action Program. OSI's Tax Identification/EIN is 52-1053406. The Open Space Institute (OSI) protects scenic, natural, and historic landscapes to ensure public enjoyment, conserve habitats, and sustain community character. OSI achieves its goals through land acquisition, conservation easements, regional loan programs, fiscal sponsorship, creative partnerships, and analytical research.

The logo for InfrastructureUSA.org, featuring the word "Infra" in a bold, sans-serif font above the word "USA" in a larger, bold, sans-serif font.

www.infrastructureusa.org

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Proposed Budget

DRAFT BUDGET - YEAR 2				
Technical	NUMBER	DURATION	MONTHLY	SUBTOTALS
Operations	1	12	1,500	18,000
Maintenance	1	12	750	9,000
Upgrades	1	1	7,500	7,500
Sub-total Technical				34,500
Outreach				
Promotional	1	12	1,500	18,000
Target Educational	1	12	2,500	30,000
Contests	1	1	5,000	5,000
Sub-total Outreach				53,000
Editorial Personnel				
Managing Director	1	12	4,500	54,000
Senior Writer/Editor	1	12	2,750	33,000
Operations Director	1	12	3,250	39,000
Content Coordinator	1	12	3,250	39,000
Content Assistants	1	12	1,000	12,000
Interns	1	12	500	6,000
Sub-total Editorial				183,000
Administration				
Overhead	1	12	2,500	30,000
Legal	1	1	2,500	2,500
Accounting	1	12	250	3,000
Sub-total Administration				35,500
Special Projects			PER	
Research Update	1	1	25,000	25,000
InfraFilms	4	1	12,500	50,000
Sub-total Special Projects				75,000
GRAND TOTAL				381,000

DRAFT BUDGET - YEAR 3				
Technical	NUMBER	DURATION	MONTHLY	SUBTOTALS
Operations	1	12	1,750	21,000
Maintenance	1	12	1,000	12,000
Upgrades	1	1	10,000	10,000
Sub-total Technical				43,000
Outreach				
Promotional	1	12	2,000	24,000
Target Educational	1	12	3,000	36,000
Contests	1	1	5,000	5,000
Sub-total Outreach				65,000
Editorial Personnel				
Managing Director	1	12	5,000	60,000
Senior Writer/Editor	1	12	3,000	36,000
Operations Director	1	12	3,500	42,000
Content Coordinator	1	12	3,500	42,000
Content Assistants	1	12	3,500	42,000
Production Assistants	1	12	1,250	15,000
Interns	1	12	500	6,000
Sub-total Editorial				243,000
Administration				
Overhead	1	12	3,000	36,000
Legal	1	1	4,000	4,000
Accounting	1	12	250	3,000
Sub-total Administration				43,000
Special Projects			PER	
Research Update	1	1	25,000	25,000
InfraFilms	6	1	12,500	75,000
Sub-total Special Projects				100,000
GRAND TOTAL				494,000

3-YEAR DRAFT BUDGET

ANNUAL

YEAR 1 TOTAL

368,320

YEAR 2 TOTAL

381,000

YEAR 3 TOTAL

494,000

3-YEAR GRAND TOTAL

1,243,320

Steven C.F. Anderson
Managing Director, InfrastructureUSA.org
55 West 39th Street, Suite 800
New York, NY 10018
Tel: 212-414-9220
Cell: 917-940-7125
steveanderson@infrastructureusa.org

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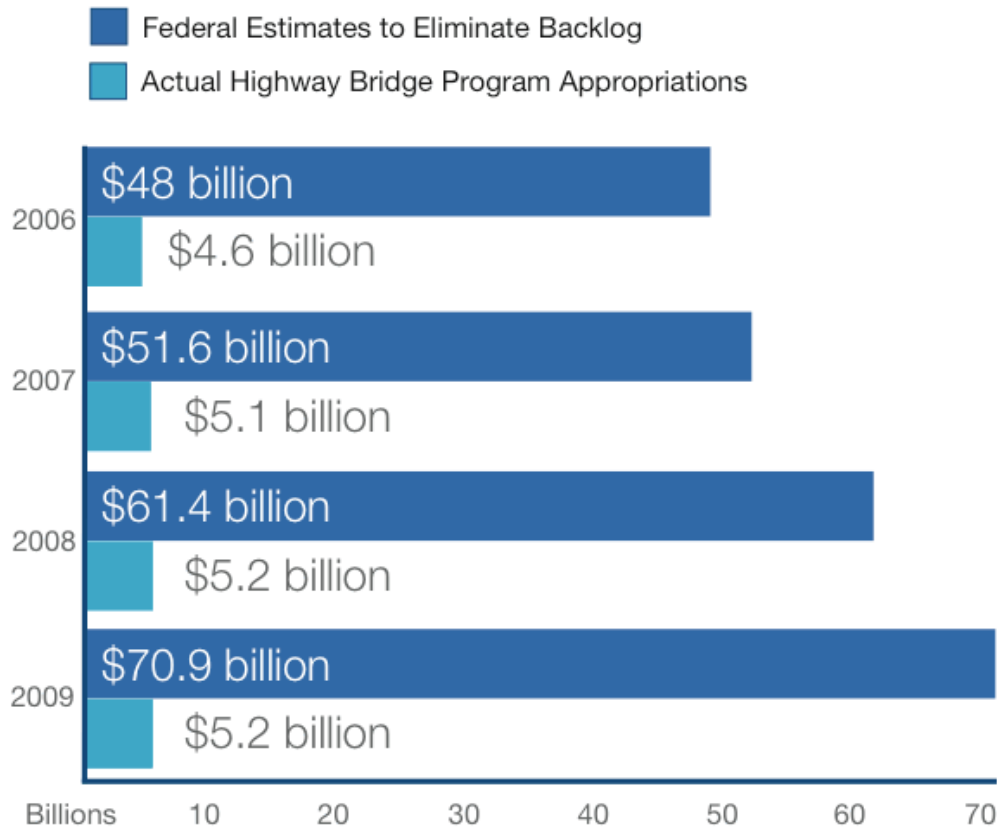
The Web Site

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

Posted by Content Coordinator on Wednesday, March 30th, 2011

TRANSPORTATION FOR AMERICA

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 rated our 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. For bridges, lack of maintenance can lead to the sudden closure of a critical transportation link or, far worse, a collapse that results in lost lives and a significant decline in regional economic productivity.



Download the Full Report: The Fix We're In For

About Transportation for America

www.t4america.org

Transportation for America has formed a broad coalition of housing, business, environmental, public health, transportation, equitable development, and other organizations. We're all seeking to align our national, state, and local transportation policies with an array of issues like economic opportunity, climate change, energy security, health, housing and community development.

www.InfrastructureUSA.org

<http://www.infrastructureusa.org/transportationforamerica/>

Guest on The Infra Blog: Maya Wiley, Director, Center for Social Inclusion

Posted by Steve Anderson on Monday, March 28th, 2011



Maya Wiley is the founder and Executive Director of the **Center for Social Inclusion**. A civil rights attorney and policy advocate, Ms. Wiley graduated from Columbia University School of Law in 1989. She received her Bachelor of Arts degree from Dartmouth College in 1986. She has litigated, lobbied the US Congress and developed programs to transform structural racism in the US and in South Africa.

Prior to founding the Center for Social Inclusion, Ms. Wiley was a senior advisor on race and poverty to the Director of U.S. Programs of the Open Society Institute, and helped develop and implement the Open Society Foundation — South Africa's Criminal Justice Initiative. She has worked for the American Civil Liberties Union National Legal Department, the NAACP Legal Defense and Educational Fund, Inc. in the Poverty and Justice Program and the Civil Division of the United States Attorney's Office for the Southern District of New York. She currently serves on the Tides Network Board and has

previously served on the Boards of the Institute on Race and Poverty at the University of Minnesota School of Law, Human Rights Watch and the Council on Foreign Relations.

She was a contributing author to the National Urban League's 2006 State of Black America, and authored a chapter on Race, Equity and Land Use Planning in Columbia, South Carolina recently published in *Growing Smarter: Achieving Livable Communities, Environmental Justice and Regional Equity*, R. Bullard, ed. The MIT Press: Cambridge, MA (2007). She was named a *NY Moves* magazine 2009 Power Woman.

Maya Wiley:

Re-framing the infra dialogue



Infrastructure is a civil rights issue



Infra investment is fundamental to solving so many of our problems



The future depends on infra investment



[Download transcript \(PDF\): Maya Wiley on The Infra Blog](#)

[www.InfrastructureUSA.org](http://www.infrastructureusa.org)

<http://www.infrastructureusa.org/guest-on-the-infra-blog-maya-wiley-director-center-for-social-inclusion/>

Utah: Proctor Lane Bridge Move

Posted by Infra on Thursday, March 17th, 2011



The second segment of the new Proctor Lane bridge is moved into place.

-UtahDOT on YouTube

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[www.InfrastructureUSA.org](http://www.infrastructureusa.org)

<http://www.infrastructureusa.org/utah-proctor-lane-bridge-move/>

Infra Polls

Should the United States invest more in high-speed rail?

Yes (72.0%)



No (28.0%)



Is nuclear energy a sound infrastructure investment?

Yes (71.0%)



No (29.0%)



What is your primary means of transportation?

Car (57.0%)



Public Transportation (38.0%)



Walking (14.0%)



Bicycle (10.0%)



Should infrastructure projects that generate a greater number of jobs be favored for funding, even though they might not be the most urgent or produce the greatest long-term impact?

No (64.0%)



Yes (36.0%)



www.infrastructureusa.org

<http://www.infrastructureusa.org/polls/>



Infra Views

Rails to Real Estate: Development Patterns along Three New Transit Lines

Wednesday, March 23rd, 2011

RECONNECTING AMERICA

This report documents real estate development patterns along three recently constructed light rail transit lines in the United States. This topic is important for local planning practitioners, transit agencies, community members and other stakeholders in their efforts to plan for new transit investments and foster transit-oriented development (TOD). Setting realistic expectations about the scale, timing and location of private investment along new transit lines is especially critical where new development is expected to help pay for needed transit improvements, neighborhood amenities, or other community benefits.

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Tags: [Blue Line](#), [Charlotte, CO](#), [colorado](#), [Denver](#), [Hiawatha Line](#), [Minneapolis](#), [Minnesota, MN](#), [NC](#), [North Carolina](#), [Reconnecting America](#), [Southeast Corridor](#), [TOD](#), [Transit-Oriented Development](#)
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CLEAN ENERGY TRENDS 2011

Friday, March 18th, 2011

CLEAN EDGE

When Clean Edge released its growth projections for solar and wind power 10 years ago, many observers, to put it kindly, thought we were being optimistic. We projected that solar power would grow from a global market of \$2.5 billion in 2000 to \$23.5 billion by 2010 and that wind power would grow from a global market of \$4 billion in 2000 to \$43.5 billion by 2010. But as we've highlighted above, we were actually quite conservative in our estimates, coming up around 300 percent short in our solar PV estimates and approximately 50 percent short in our wind estimates.

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The Promise & Challenge of Community Broadband Models

Thursday, March 17th, 2011

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Show Us Your Infra!

WA DOT: Road Widening

Posted by Content Coordinator on Wednesday, March 23rd, 2011

In 2011, WSDOT will widen more than four miles of SR 522 to four lanes from just west of the Snohomish River Bridge to 179th Avenue SE in Monroe. We will also build four new bridges, including a new bridge across the Snohomish River, add median barrier to separate oncoming traffic, [...]

[View this complete Show Us Your Infra! submission...](#)

Tags: Department of Transportation, Lane Widening, Snohomish River Bridge, SR 522, Tim Nau, Washington, WSDOT

Posted in Bridges, Highway, Roads, Show Us Your Infra, Transit

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Bridge Ahead Structurally Deficient

Posted by Infra on Tuesday, March 22nd, 2011

"Terry O'Sullivan, who is the wonderful President of the [Laborers International Union of North America], Terry sponsored, just with their funds, billboards in four states... They put up a billboard, as you're about to cross a bridge that was declared structurally deficient, and the billboard says, 'The bridge you are about to cross is structurally deficient' -Edward G. Rendell, former Pennsylvania Governor & Co-Chair of Building America's Future (Guest on The Infra Blog)

[View this complete Show Us Your Infra! submission...](#)

Tags: Edward G. Rendell, Laborers' International Union of North America, Terry O'Sullivan

Posted in Aging Infrastructure, Bridges, Show Us Your Infra

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Missouri DOT's MoDOT Minute: Potholes & Amtrak

Posted by Content Coordinator on Friday, March 18th, 2011

With warmer weather comes the melting and refreezing that is the main cause of those potholes we see popping up on our roadways. MoDOT crews routinely scout for potholes and make temporary repairs to the pavement...As fuel prices continue to rise, so do the number of passengers on the Missouri River Runner. In fact, a heightened demand for seats recently caused Amtrak to add two additional cars on the St. Louis to Kansas City run. Since June, the Missouri River Runner has seen a jump in passengers of nearly 16 percent.

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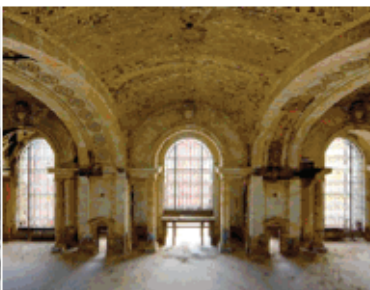
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The Infra Blog

The Federal Transportation Program and the New Budget Realities

Thursday, April 7th, 2011

As Budget Committee chairman Paul Ryan is fond of saying, the debate in Congress has changed from how much we should spend to how much spending we should cut. The April 5 release of his proposed FY 2012 Budget Resolution, subtitled "The Path to Prosperity," testifies to this new resolve. The New York Times' David Brooks calls Ryan's report "the most comprehensive and most courageous budget reform proposal any of us have seen in our lifetimes." Although the Budget Resolution nominally addresses the FY 2012 budget, its message is likely to resound and influence the debate about fiscal policy and the role of the federal government in the U.S. economy long into the future.

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Guest on The Infra Blog: David C. Chavern, Executive Vice President & COO, U.S. Chamber of Commerce

Wednesday, April 6th, 2011

David C. Chavern is executive vice president and chief operating officer at the U.S. Chamber of Commerce. He serves a chair of the Chamber's Management Committee and is responsible for day-to-day operations as well as long-term planning. This includes responsibility for a range of policy, financial, administrative, and legal operations. Chavern also oversees several revenue operations, including corporate partnerships and small business outreach and membership.

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Guest on The Infra Blog: Hon. Steve Israel, U.S. Congressman, Long Island

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A non-profit project generating a national dialogue to address the infrastructure crisis.



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GENERATING A NATIONAL DIALOGUE ABOUT RESTORING AMERICA'S INFRASTRUCTURE

INFRA UPDATE

Winter 2010

The Infra Blog: USHSR President Andy Kunz: "Nothing else even comes close to what high-speed rail can deliver."

"Our transportation systems are crumbling before our eyes...We cannot sit back and do nothing. The nation is like a human body with hardening of the arteries. The patient is going to completely die if you do nothing. Our whole country will just stagnate into paralysis if we do nothing. Doing nothing is not an option."

"...our forefathers had enough insight to build our original rail system, and enough foresight to build the interstate highway system, and the universities. Everyone does take all that for granted, but somebody, at some point, had enough vision and persistence to get these things up and running..."



More from Andy Kunz, President & CEO, USHSR, on The Infra Blog

What do you think?

Should America fast-track HSR projects?

Cast your vote now at Infra Polls

More Guests on The Infra Blog



Petra Todorovich
Director,
America 2050/ Regional Plan Association



Joseph Szabo
Administrator,
Federal Rail Administration



Ethan Pollack
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Economic Policy Institute

New Insights at Infra Views



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Map of TIGER awardees



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GENERATING A NATIONAL DIALOGUE ABOUT RESTORING AMERICA'S INFRASTRUCTURE

INFRA UPDATE

October 2010

The Infra Blog: President Obama's \$50 Billion Infrastructure Proposal

"We applaud the administration's leadership on this issue and look forward to working with them to repair and modernize America's transportation infrastructure."

Pennsylvania Governor Ed Rendell

"This administration will not allow our nation to stand by as infrastructure slows our economy and workers sit idle. The Recovery Act has been an effective first step forward. President Obama's infrastructure initiative is the necessary next step."

Ray LaHood, U.S. Secretary of Transportation



What do you think?

Should President Obama's \$50 billion infrastructure proposal be approved by Congress?

Cast your vote now at [Infra Polls](#)

More Thought-Provoking Discussion on The Infra Blog

Vote for the Best Transportation Project of 2010



Transportation funding in a changing political environment



New Jersey Transit: Keeping ARC on Track



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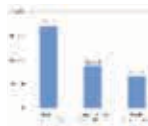


Ships, Ports, Canals and Cargo



New Insights at Infra Views

Dept. of Treasury: An Economic Analysis of Infrastructure Investment



University of Virginia: America's New Transportation Agenda



CEOs for Cities: Driven Apart



More Guests on The Infra Blog

Denise Richardson
Managing Director, General Contractors Association of New York



Matt Dellinger
Author, *Interstate 69: The Unfinished History of the Last Great American Highway*



James Corless
Director, Transportation For America



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GENERATING A NATIONAL DIALOGUE ABOUT RESTORING AMERICA'S INFRASTRUCTURE

Infra Update **August 2010**



“Cheers to InfrastructureUSA for your service and contribution to the better understanding of America’s needs and how to meet them.”

-Congressman James Oberstar, Chairman, House of Transportation and Infrastructure Committee

More from The Infra Blog



Ken Orski on high-speed rail



Texas Corporation CEO Ronald DeFeo discusses the future of infrastructure



Interactive Map: Transit Funding Cuts Across the Country

New Ideas at Infra Views

Roadways Just for Cyclists?

“There is hardly a major city in the world that is not trying to get more people on bikes...”



More Spending Has Led to Safer Highways

“These data indicate that the increase in safety obligations has had an effect on the decrease in traffic fatalities...”

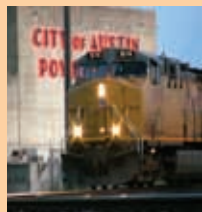


MIT Explores the Future of Natural Gas

“This study examines the role of natural gas in a carbon-constrained world, with a time horizon out to mid-century.”



Photo & Video on Show Us Your Infra!



57% think public transit demands attention.

What do you think?

Cast your vote at Infra Polls



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Infra Update

May 2010



"I think what InfrastructureUSA.org is doing is laudable and should be applauded. We need more of this kind of civic engagement."

-Adolfo Carrión, Director, White House Office of Urban Affairs

More from The Infra Blog



Kathryn Phillips (EDF) on the freight infra & the environment



Interactive map of inland waterways and ports in the U.S.



Governor Rendell predicts the future of transportation

New Ideas at Infra Views

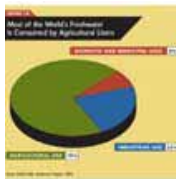
BlueGreen Alliance: Full Speed Ahead

"Economic models estimate that about 7,800 green jobs are created for every billion dollars of freight rail capital investment"



Urband Land Institute: Investment Imperative

"Falling behind global competitors, the United States struggles to gain traction in planning and building the critical infrastructure investments that are necessary..."



American Road & Transportation Builders Association: State Gas Tax Report

"Some political speculators have suggested that an increase in the federal gasoline tax... is 'politically undoable.'"



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