

Bridging the Gap: Redirecting Investments to Fix the Nation's Bridges

An overview of deficient bridges by congressional district

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Written by: Erich W. Zimmermann & Cody Clarke

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Taxpayers for Common Sense
651 Pennsylvania Ave SE
Washington, DC 20003
taxpayer.net
202-546-8500



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Executive Summary

A large portion of the nation's 600,000 bridges are in poor condition and require investment to repair or replace. Congress, by virtue of its control of spending and oversight, can encourage states to spend a greater share of transportation funding on maintaining and fixing existing infrastructure. If we are to reduce the number of deficient bridges in our transportation system – currently 11.5 percent of all bridges are deficient – Congress must be part of the solution.

Given Congress' essential role, this report takes a first ever look at how Congressional districts fare when it comes to rates and numbers of deficient bridges.

Some of the results this report uncovers:

- The congressional district with the worst rate of deficient bridges is Rep. Nancy Pelosi's (D) 8th district in California. Additionally, of 35 congressional districts with 20 percent or more bridges rated as deficient, 18 are in Pennsylvania and six in California.
- The district with the greatest number of deficient bridges is Rep. Frank Lucas' (R-OK) 3rd Congressional District with 2,657, nearly 1,000 more than the next closest district. Additionally, there are eight districts with more than 1,000 deficient bridges.
- On a positive note, 92 districts have less than five percent of bridges rated as structurally deficient and 240 districts have less than 100 deficient bridges.
- The congressional districts with the highest rates of deficient bridges are evenly split between the parties. Of the 127 districts with above average rates of deficient bridges, 64 are represented by Republicans and 63 by Democrats (it's a dead even 50-50 split when looking at the worst 100 districts).
- There is a greater partisan split in districts with the greatest numbers of deficient bridges; 74 are represented by Republicans and just 26 by Democrats.
- Five states provided bridge location data to Federal Highway Administration (FHWA) that is so unreliable that a breakdown by congressional district is impossible: Idaho, Kansas, Maryland, Ohio, and Wisconsin. Three additional states (and the District of Columbia) also had highly unreliable data, but these states have only one congressional district, so they were included in this analysis: North Dakota (which lacked geocoded data for an amazing 71 percent of its bridges), Alaska, and Montana, and D.C.

The report recommends the following:

- To ensure taxpayers are getting the greatest value for their investments, Congress should set performance targets to measure states' progress in improving the condition of deficient bridges. This would be complemented by the FHWA developing standardized criteria across all states for bridge engineers to determine compliance and bridge conditions.

- Congress should eliminate or restrict the ability to transfer bridge repair funds to other projects until a state achieves a desirable level of good repair for its bridges; states should be required to dedicate a large portion of federal bridge funds to repairing existing bridges until a minimum threshold of overall bridge sufficiency is achieved.
- FHWA should ensure that all state spending on and investments in bridge repair is properly reported and cataloged so taxpayers and Congress can see exactly where Highway Bridge Program allocations are going. At present, when a project contains road and bridge improvements, it's difficult or impossible to tell which portion of the spending was used to improve the condition of the nation's bridges. This makes it difficult to ascertain how federal bridge funding is actually improving conditions on the ground.
- FHWA should standardize the review and reporting process to provide users better information about specific deficiencies on the nation's bridges. In addition, states should be held accountable to provide better data to FHWA, including more accurate reporting about the location of bridges.
- Given the importance of the nation's most heavily used bridges and the enormity of the negative consequences that would result if one of these bridges has to be closed, Congress should establish a standard that focuses resources on these immensely crucial facilities.



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Introduction

The nation's transportation system contains nearly 600,000 bridges. According to the most recent Federal Highway Administration (FHWA) data, nearly 69,000 bridges (11.5 percent) are in bad enough condition to be considered "structurally deficient," a rating that indicates deterioration of one or more essential bridge elements,² and require investment to bring them back to good condition.

Maintaining our nation's transportation system is a responsibility shared between federal, state, and local governments. While the states are ultimately responsible for how transportation dollars are spent, ensuring a safe and reliable transportation system is an important federal concern as well. Federal transportation policy is critical in directing how states plan, construct, and maintain the nation's bridges.

The maintenance and upkeep of bridges is an enormous challenge for the states. Many states have failed to prioritize maintenance of roads and bridges, choosing instead to build new facilities at the expense of deteriorating infrastructure elsewhere.

The number of structurally deficient bridges has declined over the past two decades. At first glance this indicates that conditions are improving, but looks can be deceiving. Much of this decline occurred between 1990 and 2000, when the rate of deficient bridges dropped from 24.1 percent to 14.7 percent; the rate of improvement since then has been much slower, dropping to the current 11.5 percent over the last decade. Much of this decrease likely has far more to do with dramatic increases in federal funding for all transportation programs during that period than with dramatic policy shifts at the state level.

Other measures also indicate that the overall improvement is even more modest. For example, between 2002 and 2010, the total square footage of the decking (road surface) of all structurally deficient bridges has decreased by only two percent. Similarly, the amount of traffic driving across structurally deficient bridges has

What do you mean by "structurally deficient" and "functionally obsolete"?¹

According to the Federal Highway Administration (FHWA), structural deficiencies are "characterized by deteriorated conditions of significant bridge elements and reduced load-carrying capacity."

Bridges are made up of three elements: the deck, on which you drive; the superstructure, which supports the deck; and the substructure, which is made up of footings and other parts that support the bridge.

Every two years, each bridge is inspected and rated on a scale of 0-9 based upon the condition of each of these elements. If any element of the bridge is rated 4 or below, this indicates a major defect is present and the bridge is considered structurally deficient and needs to be rehabbed or replaced. In the meantime, states may have to perform maintenance to keep the bridge open or restrict heavy vehicles from driving across the bridge until it is fixed. Bridges rated "structurally deficient" must be inspected at least once a year.

Another term in this paper is "functionally obsolete." According to FHWA, functional obsolescence is a function of the geometrics of the bridge not meeting current design standards. In this case, the bridge may be in perfectly good condition. Bridges that are both functionally obsolete and structurally deficient are placed into the latter category.

This report focuses on bridges that are structurally deficient. They pose the bigger safety risk and need to be prioritized for repair or replacement.

¹ "2006 Conditions and Performance Report." FHWA. 2006. Page 12. <http://www.fhwa.dot.gov/policy/2006cpr/pdfs/chap3.pdf>

² It is important to note that "structurally deficient" does not generally mean unsafe. Bridges found to be unsafe for any reason during routine inspections are closed until the safety concerns are addressed.

only decreased by two percent over the same period.³ This suggests that while the *number* of deficient bridges is dropping, it is the result of fixing smaller, less traveled bridges. If this is true, some of the hardest work still lies ahead, as larger and more heavily trafficked bridges take far more time and resources to rehab or replace.

The recent drop in the number of deficient bridges might also be short-lived without increased focus on taking care of existing bridges. Many of our nation's bridges are old – the national average bridge age is 42 years. The highest concentration of bridge construction occurred in the 1960s and early 1970s.⁴ These bridges are reaching the end of their 50-year design life and will soon require major rehabilitation or rebuilding. While age alone does not predict the structural integrity of any individual bridge, it does provide a strong indicator of the overall health of the system. As bridges age, they often require significant investment and monitoring to ensure that structural deficiencies do not become structural failures; sometimes weight or other restrictions are put in place to reduce the threat of collapse. Given the failure of states to prioritize maintenance and the prospect of flat or decreasing federal funding in the years ahead, many states will continue to struggle to prevent their bridges from sliding into even worse condition.

Congress has significant influence over transportation priorities and spending at the state level, and plays an instrumental role in ensuring the safety and reliability of the nation's bridges. First, Congress has the power of the purse, and therefore can set priorities and provide incentives that compel the states to act. In fiscal year (FY) 2011, Congress distributed \$5.9 billion to the states to repair and replace deficient bridges.⁵ Second, Congress oversees the agencies responsible for the nation's bridge program and has the authority to ensure that the money spent on bridges achieves desired outcomes, including safety and state of good repair. In both of these capacities, Congress is responsible for ensuring that the nation's bridges remain safe for travelers and open for the free movement of goods.

FHWA estimates that it would cost \$70.9 billion to fix the backlog of deficient bridges. With federal budgets and the nation's transportation program stretched thin, Congress must ensure that states prioritize repair of our existing assets and ensure that the bridge program provides the greatest return on investment and functions effectively. Allowing our existing assets to deteriorate further will increase the maintenance backlog, further adding to the burden future generations will face. Fixing the nation's bridges will require a lasting commitment by Congress and the states; as a nation, we must find a better balance between building new infrastructure and taking care of what we already have. In addition, agencies with responsibility for oversight of transportation programs have concluded there is no assurance that federal spending on bridges is having the desired effect of making our bridges safer.^{6 7} Since throwing more money at the problem will not solve it, Congress needs to make this program function effectively.

³ "The Fix We're In For: The State of Our Nation's Bridges." Transportation for America. 2011. <http://t4america.org/docs/bridgereport/bridgereport-national.pdf>

⁴ "Structure Type by Year Built: Count of Bridges by Year Built." FHWA. As of 12/31/2010. <http://www.fhwa.dot.gov/bridge/nbi/yrblt10.cfm>

⁵ "Fiscal Year 2011 Apportionments." FHWA. <http://www.fhwa.dot.gov/legisregs/directives/notices/n4510737/n4510737t6.htm>

⁶ "Highway Bridge Program: Condition of Nation's Bridges Shows Limited Improvement, but Further Actions Could Enhance the Impact of Federal Investment." General Accountability Office. July 2010. Report # GAO-10-930T. <http://www.gao.gov/new.items/d10930t.pdf>

⁷ "National Bridge Inspection Program: Assessment of FHWA's Implementation of Data-Driven, Risk-Based Oversight." U.S. Department of Transportation Office of Inspector General." January 12, 2009. Project ID # MH-2009-013. <http://www.oig.dot.gov/library-item/4058>

Findings

Given the important role Congress plays in keeping our bridges safe, it is instructive to look at how congressional districts compare in terms of rates of structurally deficient bridges. For as much attention as the issue of Congressional earmarks has received in the past several years – including, of course, the notorious “Bridge to Nowhere” in Alaska – there is often surprisingly little information available about projects that lie right in our own back yards. Though there is good information available about deficient bridges from FHWA, this project is the first attempt to break this information down by congressional district. In the future, FHWA should make this information readily available to constituents who may be interested in knowing how their particular district fares against others.

Hopefully, this information will serve as a wake-up call for Congress. There are 126 districts with rates of structurally deficient bridges that are above the national average (11.5 percent). Of the 35 congressional districts with 20 percent or more of bridges rated as deficient, 18 are in Pennsylvania and six in California. The five worst districts have a rate of deficient bridges over 30 percent, including four in Pennsylvania and Rep. Nancy Pelosi’s (D) 8th district in California, which ranks worst in the nation.

On the other end of the spectrum, there are 92 districts in which less than five percent of bridges are structurally deficient; 21 of these districts are in just four states (Arizona, Florida, Nevada, and Texas) and have less than one percent deficient bridges, including two districts that don’t have a single deficient bridge (FL-19 and NV-3).

Another way to look at the data is by total count of deficient bridges in a given congressional district. Far and away the district with the greatest number of deficient bridges is Rep. Frank Lucas’ (R-OK) 3rd Congressional District, with 2,657. That is nearly 1,000 more than the next closest district. There are eight districts with more

The Keystone State’s Cautionary Tale

One-quarter of Pennsylvania’s bridges are classified as "structurally deficient", the highest rate in the nation. Of the top ten congressional districts with the highest rate of deficient bridges, spots two through ten are in Pennsylvania. The average Pennsylvania bridge is 53 years old. Both figures are far higher than the national averages of 11.5 percent deficient and average age of 42 years old.

Between 2004 and 2008, 37 percent of Pennsylvania’s highway capital expenditures were spent on road expansion – \$857 million each year on average – but only 27 percent on repair of existing roads – \$616 million.⁸ Since 2003, Pennsylvania has been committing an increasing share of its transportation funds to maintenance and upkeep of existing infrastructure, and its number of deficient bridges declined for the first time in a decade in 2009.

To accelerate this move in the right direction, Pennsylvania initiated an “Accelerated Bridge Program” in 2008, with a goal of repairing or replacing 1,145 bridges by late 2010. The state invested \$900 million in 2010 and \$780 million in 2011, and further reduced its number of deficient bridges in 2010. Even with this improvement and record levels of investment, Pennsylvania stubbornly remains at the top of the deficient bridges list.

By neglecting maintenance, states can find themselves in enormous holes that are very hard to dig out of, even with a long-term commitment of resources. Although many states are not in as precarious a position as Pennsylvania, this is a warning that neglecting maintenance needs in favor of building new infrastructure can have enormous future consequences.

⁸ "Smart Transportation: Save Money and Grow the Pennsylvania Economy." Smart Growth America. Winter 2011. <http://www.smartgrowthamerica.org/documents/smart-transportation-pennsylvania.pdf>

than 1,000 deficient bridges (plus one in Kansas, one of the states where data quality was not high enough to be included in this analysis). Conversely, there are 240 districts with less than 100 deficient bridges; 38 of these, however, are above average when it comes to percentage of deficient bridges indicating that they simply have a lower number of bridges overall.

One interesting result is that two-thirds of districts (266 total out of 392 measured districts) are better than the average for percentage of deficient bridges. Nearly three-quarters of districts (291/392) are similarly better than average in number of deficient bridges. This indicates two things: first, the numbers are tilted by some particularly bad districts and states. Sixty-nine of the 126 districts above the national average for percentage of deficient bridges are in just five states: California, Pennsylvania, Michigan, New York and North Carolina; forty-three are in California and Pennsylvania alone. Second, and perhaps more importantly, is that the average is a poor metric against which to measure. Our system has too many deficient bridges. Policy and spending priorities should be directed to bring the average down to a much lower number. Setting a goal of 5 percent deficient bridges would reduce the total from 70,000 to closer to 30,000. In addition, the focus should be, to a greater extent, on fixing the bridges that carry the most traffic. Failure of these bridges would cause the greatest disruption to the transportation system and put at risk the greatest numbers of lives.

The issue of deficient bridges is unsurprisingly not a partisan one. The congressional districts with the highest rates of deficient bridges are evenly split between the parties. Of the 127 districts with above average rates of deficient bridges, 64 are represented by Republicans and 63 by Democrats (it's a dead even 50-50 split when looking at the worst 100 districts). There is, however, a partisan lean when looking at districts with the greatest numbers of deficient bridges; 74 are represented by Republicans and just 26 by Democrats.



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The Consequences of Inaction

Structurally deficient bridges are a national problem. Though catastrophic failures are rare, such tragedies – like the collapse of the I-35W bridge in Minneapolis in August 2007 – are personally devastating for the effected families and economically detrimental. Such tragedies serve as a reminder both of the important role these bridges play in the movement of people and goods and the dire consequences of failing to properly maintain our infrastructure.

When a bridge collapses or closes due to poor conditions, the economic consequences can be devastating locally, regionally, and even nationally. The recent closing of the Sherman Minton Bridge on Interstate 64 over the Ohio River has been an enormous blow to Kentucky and Indiana as commuters and others find new ways to accomplish the approximately 80,000 trips made across the bridge before its closing. Though emergency repairs are underway, they will take as long as nine months to complete.

Fixing it First

For many years, states have prioritized building new highways and bridges at the expense of performing routine maintenance and upkeep of existing infrastructure. Between 2004 and 2008 (the most recent year for which data are available), states spent just 43 percent of funds on maintenance; the remaining 57 percent went to build new facilities that represent just 1.3 percent of the entire highway system. That means that 98.7 percent of the system received barely two-fifths of the funding.⁹ With numbers like these, it's no surprise that our roads and bridges are in such poor condition.

Prioritizing maintenance of existing roads and bridges is also cheaper for states in the long run. When facilities are allowed to deteriorate, it costs significantly more to get them back to good working order than if routine maintenance is performed over time. In addition, building new roads adds to future maintenance liabilities, adding to the backlog of maintenance projects.

Some states perform better than others when it comes to prioritizing maintenance and upkeep of our existing infrastructure.

The Michigan Department of Transportation implemented a program called "Preserve First," which prioritizes projects that improve the conditions of existing roads and bridges. Under this program, Michigan has greatly increased the ratio of spending on road and bridge

maintenance versus building new roads by attempting to meet a goal of 95 percent of freeways and 85 percent of non-freeways in good condition.¹⁰ Since the program was adopted in 1997, Michigan has steadily decreased its number of deficient bridges.¹¹

The Florida Department of Transportation is bound by state statute that lists preservation as the first of three core transportation principles and sets high maintenance standards for pavement and bridges.¹² Under this statute, 90 percent of department-maintained bridges must meet department standards. To meet these targets, maintenance, repair, and replacement projects receive funds before other projects. Additionally, Florida has a state initiative to replace and repair bridges. The State Maintenance Office develops an annual list of bridges to be replaced with funds from the State Bridge Replacement Program, while the State Bridge Repair Program is used to address periodic maintenance and specified rehabilitation activities. The value of Florida's preservation statute is demonstrated by the fact that the state has the second lowest percentage of deficient bridges in the nation.



Photo by [NCDOTcommunications](#). (License: [Creative Commons Attribution](#))

⁹ "Repair Priorities." Smart Growth America and Taxpayers for Common Sense. June 2011. <http://bit.ly/pgetuH>

¹⁰ "The Fix We're In For: The State of Michigan's Bridges." Transportation for America. 2011 http://t4america.org/docs/bridges_state/bridgereport-michigan.pdf

¹¹ "State Transportation Statistics 2009." Research and Innovative Technology Administration (RITA) and U.S. Department of Transportation (US DOT). 2009. http://www.bts.gov/publications/state_transportation_statistics/

¹² "The Fix We're In For: The State of Florida's Bridges." Transportation for America. 2011 http://t4america.org/docs/bridges_state/bridgereport-florida.pdf

Federal Program Deficiencies & Data Problems

Currently, the Federal Highway Bridge Program (**HBP**) provides funding and assistance to states for replacing, repairing, and rehabilitating bridges that are classified by state bridge inspectors as structurally deficient or functionally obsolete. In 2011, \$5.9 billion was allocated from federal gas tax revenues to states through formulas that are based each state's total cost to repair or replace deficient bridges.¹⁴ Even with this federal assistance, states chronically underfund bridge (and road) maintenance and upkeep. States have flexibility in how they can spend a portion of their bridge dollars, including on new roads and other non-maintenance activities. In total, states redirected \$1.2 billion in bridge funds between FY2001 and FY2008. The American Association of State Highway and Transportation Officials (AASHTO) contends that many states use this flexibility to good purpose¹⁵; even if that is the case, it clearly highlights weaknesses in the bridge program and failure to properly track how federal bridge funds are being spent. Even when states do not transfer bridge funds for other uses, they often spend less than the total amount provided to them by Congress, further de-prioritizing the upkeep of this vital infrastructure. Between 2001 and 2007 (the most recent data available), states spent on average only 86 percent of the funds provided to them for the purpose of maintaining bridges.¹⁶

Even more disturbing is the lack of taxpayer assurance that all of this federal spending is accomplishing safer and better maintained bridges. Both the Government Accountability Office (**GAO**) and Department of Transportation's Inspector General (DOTIG) have been highly critical of the program's effectiveness.

According to the Government Accountability Office¹³:

"FHWA must strengthen its efforts to evaluate states' use of HBP funds in improving the condition of deficient bridges nationwide. Current practices do not provide assurance that states are using HBP funding effectively in improving the condition of deficient bridges. Further, given the potentially catastrophic risks of not properly inspecting bridges, FHWA must determine with greater consistency whether states complied with the NBIS and define procedural steps for enforcing compliance."

GAO Recommendations:

"To strengthen its oversight of Federal-aid funds, we recommend that the Federal Highway Administrator:

1. Collect and analyze HBP expenditure data on a regular basis to identify activities undertaken by states, such as bridge replacement and rehabilitation, to improve the condition of the Nation's deficient bridges.
2. Collaborate with states in setting quantifiable performance targets to measure progress in improving the condition of deficient bridges.
3. Report regularly to internal and external stakeholders on the effectiveness of states' efforts to improve the condition of the Nation's deficient bridges based on the analysis of HBP expenditure data and an evaluation of progress made in achieving performance targets.
4. Develop detailed criteria to help bridge engineers determine with greater consistency whether states demonstrate overall compliance with the NBIS.
5. Develop a policy providing clear, comprehensive, risk-based guidance that defines procedures Division Offices should follow to enforce compliance with the NBIS.
6. Conduct a workforce assessment so that FHWA can identify strategic needs and target limited funding to higher priority staffing and training needs in implementing data-driven, risk-based bridge oversight."

¹³ See note 6.

¹⁴ See note 4.

¹⁵ Horsley, John. "Dear Chairman Oberstar, Chairman Boxer, Representative Mica and Senator Inhofe." American Association of State Highway and Transportation Officials. November 1, 2007. <http://downloads.transportation.org/JournalAttachment-2007-11-02-3.pdf>

¹⁶ "Attachment B – Table 1." United States Department of Transportation, Federal Highway Administration. April 25, 2008. http://www.fhwa.dot.gov/bridge/080425_b.cfm

The GAO found¹⁷:

- While bridge conditions are improving, a large number of deficient bridges remain. Further, it found difficulties in assessing the impact of the nation’s bridge program.
- This difficulty arises from: incomplete spending information; the expansion of eligibility for use of bridge funds (for use in seismic retrofitting); and limitations in the data collected about bridge conditions.
- The nation’s bridge program lacks “focus, performance measures, and sustainability.”

The U.S. Department of Transportation Inspector General found¹⁸:

- FHWA lacks sufficient data to determine whether federal bridge funding was “used effectively in improving the condition of such bridges” by states, even though this is a requirement of the bridge program. DOTIG also found: “FHWA officials determined that its accounting system could not link expenditures of HBP funds to improvements made to deficient bridges.”
- FHWA lacks the criteria and guidance that would be required to determine whether states are complying with bridge inspection standards. This includes a lack of standard criteria that engineers should use when evaluating the state of the nation’s bridges, and what engineers should do when states fail to comply. As a result, “FHWA has little assurance that states receiving Federal-aid highway funds adequately comply with bridge inspection standards and that bridge engineers consistently address higher priority safety risks.”



The new I-35W bridge in Minneapolis, 2008.
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¹⁷ See note 6.

¹⁸ See note 7.

Hard times and tough choices for states

Dwindling state transportation budgets are forcing states to make tough spending decisions, and it's important now more than ever to spend limited funds wisely. Many state Departments of Transportation predict revenues will decline in coming years, and the picture may be even more bleak for four reasons:

- **Gas tax revenues are decreasing.** Federal and state fuel tax receipts account for 24% of total state transportation revenues nationwide, and several states rely on gas tax revenues for over 40% of their transportation funding. In the past several years, however, gas tax revenue has failed to adequately fund the nation's transportation demands, and states can expect to receive fewer federal dollars in the future.
- **Federal funding may soon be greatly reduced.** Congress has yet to reauthorize the federal surface transportation bill that expired in 2009. The bill allocates hundreds of billions of dollars to states for transportation projects but absent a new revenue source or an increase in the federal gas tax, any new authorization bill will provide vastly limited funding compared to previous authorizations. From 2004 through 2008, federal contributions made up an average of 26% of state transportation revenues, with several states relying on the federal government for over half of their transportation budget.
- **State general funds are stretched.** Current fiscal pressures are likely to lead to reduced contributions to transportation infrastructure from state general funds. An average of 4% of state transportation revenue came from state general funds during the years 2004 through 2008, but some states rely on general funds for up to 19% of their transportation revenues.
- **Transportation debt is consuming revenues in some states.** Interest payments on outstanding bonds increasingly constrain state transportation budgets. Between 2004 and 2008, eight states devoted more than a fifth of their highway revenues to paying off transportation debt.

States face a harsh reality. They must address demands on the nation's transportation network with fewer resources. Tough budget times create an imperative to evaluate past spending choices and make more strategic decisions moving forward. Despite declining revenues, states can still invest strategically to improve road conditions and reduce future repair liabilities.

"Repair Priorities." Smart Growth America and Taxpayers for Common Sense. June 2011.

Conclusion and Recommendations

Taxpayers have made a significant investment in our nation's highways and bridges. Proper maintenance and upkeep are required to ensure this investment continues to provide personal mobility and economic productivity; failure to do so greatly undermines the long-term value of this infrastructure.

Congress must ensure that FHWA and the states are keeping our nation's bridges in good condition. Encouraging the repair of bridges – especially high-use bridges – and putting performance measures and criteria in place will help ensure federal funds are being used to the greatest effect. States that fail to keep their bridges in good repair should be further restricted from transferring funds out of their bridge account. Establishing clear measures and criteria can also serve to inform citizens and elected officials as to the improving or declining conditions of their bridges, and allow decision-makers to change their approach to these issues when required by conditions. This transparency can be further enhanced by requiring states to periodically update their plans for getting highways to or keeping them above performance standards and reporting to Congress on this progress.

Recommendations:

- To ensure taxpayers are getting the greatest value for their investments, Congress should set performance targets to measure progress states are making in improving the condition of deficient bridges. This would be complemented by the FHWA developing standardized criteria across all states for bridge engineers to determine compliance and bridge conditions.
- Congress should eliminate or restrict the ability to transfer bridge repair funds to other projects until a state achieves a desirable level of good repair for its bridges; states should also be required to dedicate a large portion of federal bridge funds to repairing existing bridges until a minimum threshold of overall bridge sufficiency is achieved.
- The FHWA should ensure that all state spending on and investments in bridge repair is properly reported and cataloged so taxpayers and Congress can see exactly where HBP allocations are going. At present, when a project contains road and bridge improvements, it's difficult or impossible to tell which portion of the spending was used to improve the condition of the nation's bridges. This makes it difficult to ascertain how federal bridge funding is actually improving conditions on the ground.
- Given the importance of the nation's most heavily used bridges and the enormity of the negative consequences that would result if one of these bridges has to be closed, Congress should establish a standard that focuses resources on these immensely crucial facilities.

Appendix A. Methodology

The data on structurally deficient bridges was derived from the Federal Highway Administration's (FHWA) National Bridge Inventory. Under federal law, states are required to inspect each bridge on a public road every two years (and more frequently if conditions warrant) and then report this information to FHWA. The resulting National Bridge Inventory (NBI) details the structural status of nearly 600,000 bridges eligible for federal funding.

The district-by-district breakdown of structurally deficient bridges is based on NBI data released in January 2011. Each bridge in the NBI is tagged with geolocation coordinates (latitude and longitude) making it possible to identify each bridge by Congressional district using GIS software.

Nationally the data are very robust. However, about 24,000 bridges – four percent – were tagged with geolocation coordinates too imprecise to assign to any specific congressional district. Fortunately, even in those instances where a bridge could not be associated with a specific district, it could be assigned to a specific state. This allowed an analysis of the margin of error for each state.

Ten percent or more of all bridges are missing precise district information in Maryland, Wisconsin, Kansas, Ohio, and Idaho. For this reason, these states were not included in the district-by-district analysis. Between 5 and 8 percent of bridges are missing district information in Hawaii, Virginia, Oregon and Washington. This margin of error was acceptable for the purposes of this analysis, but it should be noted for these states.

Data Limitations

The district breakdown is only as good as the information that states provide to FHWA. Some states do a better job of recording the precise location of bridges than others.

The lack of geospatial precision is somewhat understandable from a state's perspective since the responsibility for bridge repair and maintenance do not fall along Congressional district lines. In the end, even with more accurate geolocation coordinates, the assignment of a bridge to a particular district is an inexact science and an approximation.

In addition to issues of geolocation, there can be a delay between when a state repairs a bridge and FHWA is notified that the bridge has been repaired or replaced, leaving it to be included in a list of deficient bridges even when it is no longer structurally deficient. Thus, some bridges included in the analysis may have been addressed since this data was reported to the FHWA. In addition, the average age of a bridge in the U.S. is 44 years with an expected lifespan of 50. Thus additional bridges are added to the structurally deficient category on a regular basis, a situation that came into dramatic relief when the Sherman Minton Bridge between Louisville, Kentucky and Indiana had to be closed. Before problems were found with the bridge that forced its closure, the bridge was considered to be in "good" condition.

To ensure that states spend transportation money on the most worthy projects requires making clear and transparent information available to taxpayers. This allows citizens to better hold Congress and state leaders accountable. It is difficult to make sound financial decisions when data are unreliable and un-standardized. The National Bridge Inventory and the addition of geolocation data has helped standardize the system, but FHWA's data is still dependent on state-by-state reporting.

Though the database seems extensive, it can be unreliable and untimely. Better data, more accurate measurement, and transparent reporting should all be included and improved across the board for all manner of transportation spending in the next federal transportation bill.

There are many cases where a bridge connects two Congressional districts, either within the same state or between two states. For the purposes of this paper, that bridge is credited to the district where the geolocation information was recorded by the state responsible for submitting this data to FHWA.

Appendix B. Structurally Deficient Bridges by Congressional District, sorted by percent structurally deficient

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Nancy Pelosi	CA	08	D	40	248	36.36%	1
Allyson Y. Schwartz	PA	13	D	142	113	34.30%	2
Jason Altmire*	PA	04	D	349	35	32.08%	3
Tim Murphy	PA	18	R	325	48	30.18%	4
Chaka Fattah	PA	02	D	79	174	30.15%	5
Michael G. Fitzpatrick	PA	08	R	197	86	29.58%	6
Mark S. Critz	PA	12	D	459	26	29.25%	7
Glenn Thompson	PA	05	R	812	11	29.19%	8
Lou Barletta*	PA	11	R	330	45	27.71%	9
Michael F. Doyle	PA	14	D	127	129	26.96%	10
Tim Holden*	PA	17	D	358	32	26.48%	11
Laura Richardson*	CA	37	D	61	207	26.41%	12
Frank D. Lucas	OK	03	R	2657	1	26.22%	13
Fortney Pete Stark	CA	13	D	44	241	26.19%	14
Charles W. Dent	PA	15	R	211	80	26.18%	15
Leonard L. Boswell*	IA	03	D	804	13	25.99%	16
Jackie Speier	CA	12	D	59	214	25.88%	17
Joseph R. Pitts	PA	16	R	249	68	25.80%	18
Bill Shuster*	PA	09	R	676	18	25.80%	18
Steve King	IA	05	R	1756	2	25.74%	20
Jim Gerlach	PA	06	R	203	84	24.55%	21
Mike Kelly	PA	03	R	427	27	24.32%	22
David Cicilline	RI	01	D	69	187	24.30%	23
Jeff Fortenberry	NE	01	R	1500	3	22.78%	24
Todd Russell Platts	PA	19	R	223	75	22.66%	25
Barbara Lee	CA	09	D	70	184	22.65%	26
Thomas Marino	PA	10	R	574	21	22.45%	27
Robert A. Brady	PA	01	D	57	217	22.35%	28
Sam Graves*	MO	06	R	1313	7	22.19%	29
Jose E. Serrano	NY	16	D	37	259	22.02%	30

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Dan Boren	OK	02	D	1284	8	21.44%	31
Tom Latham	IA	04	R	1493	4	21.26%	32
Kristi Noem	SD	At-large	R	1391	5	20.93%	33
Bennie G. Thompson	MS	02	D	897	9	20.57%	34
Michael M. Honda	CA	15	D	69	187	20.12%	35
James R. Langevin	RI	02	D	89	167	19.69%	36
Lynn C. Woolsey	CA	06	D	133	121	19.67%	37
Dave Loebsack	IA	02	D	259	65	19.61%	38
Anna G. Eshoo	CA	14	D	82	172	19.25%	39
Vicky Hartzler	MO	04	R	849	10	19.13%	40
Jeffrey J. Denham*	CA	19	R	127	129	18.76%	41
Jerry Lewis	CA	41	R	138	118	18.40%	42
David McKinley	WV	01	R	323	52	18.28%	43
Lois Capps	CA	23	D	86	170	18.22%	44
George Miller	CA	07	D	76	178	18.05%	45
Patrick Meehan*	PA	07	R	89	167	18.02%	46
Rodney Alexander	LA	05	D	615	20	18.01%	47
Doris O. Matsui	CA	05	D	55	223	17.80%	48
Nick J. Rahall*	WV	03	D	354	33	17.61%	49
James Lankford*	OK	05	R	327	47	17.60%	50
John A. Sullivan	OK	01	R	269	60	17.24%	51
Bill Owens	NY	23	D	342	39	17.22%	52
Dale E. Kildee	MI	05	D	122	136	16.83%	53
Jerry McNerney	CA	11	D	109	143	16.80%	54
Yvette D. Clarke	NY	11	D	7	361	16.67%	55
Sam Farr	CA	17	D	84	171	16.47%	56
Zoe Lofgren	CA	16	D	53	228	16.31%	57
Mike McIntyre	NC	07	D	223	77	16.22%	58
Tom Cole	OK	04	R	669	19	16.20%	59
John Garamendi	CA	10	D	67	192	16.14%	60
Charles F. Bass	NH	02	R	257	67	16.07%	61
Brad Miller	NC	13	D	157	103	15.91%	62
Janice Hahn	CA	36	D	20	302	15.87%	63
John D. Dingell Jr.	MI	15	D	101	154	15.86%	64

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Chellie Pingree	ME	01	D	129	127	15.85%	65
Jo Ann Emerson	MO	08	R	683	17	15.77%	66
Blaine Luetkemeyer	MO	09	R	702	16	15.75%	67
Larry Bucshon*	IN	08	R	557	22	15.66%	68
Mazie K. Hirono*	HI	02	D	98	158	15.61%	69
Adrian Smith	NE	03	R	1362	6	15.60%	70
Mick Mulvaney	SC	05	R	330	45	15.49%	71
Michael H. Michaud*	ME	02	D	240	72	15.47%	72
Dave Camp	MI	04	R	195	87	15.34%	73
Virginia Foxx	NC	05	R	339	41	15.33%	74
Harold Rogers	KY	05	R	487	24	15.30%	75
Jim Himes	CT	04	D	93	161	15.25%	76
Jeff Duncan	SC	03	R	300	55	15.22%	77
Christopher Gibson	NY	20	R	281	56	15.21%	78
Patrick Alan Nunnelee	MS	01	R	718	15	15.13%	79
Gregg Harper	MS	03	R	754	14	14.98%	80
Tom McClintock	CA	04	R	147	108	14.82%	81
Kathy Hochul	NY	26	D	146	110	14.76%	82
John Fleming	LA	04	R	467	25	14.62%	83
Mike Thompson	CA	01	D	189	90	14.50%	84
Tim Walberg	MI	07	R	161	102	14.50%	84
Michael E. Capuano*	MA	08	D	50	232	14.49%	86
Hansen Clarke	MI	13	D	41	247	14.49%	86
Mike Rogers (MI)	MI	08	R	103	151	14.43%	88
Larry Kissell	NC	08	D	173	96	14.29%	89
Shelley Moore Capito*	WV	02	R	280	57	14.28%	90
Frank Guinta*	NH	01	R	110	142	14.25%	91
Fred Upton	MI	06	R	121	137	14.24%	92
Danny K. Davis	IL	07	D	44	241	14.19%	93
Richard Hanna*	NY	24	R	259	65	14.11%	94
Dennis Cardoza	CA	18	D	123	134	13.98%	95
E. Scott Garrett	NJ	05	R	92	162	13.77%	96
Bob Turner	NY	09	R	13	335	13.54%	97
Wally Herger	CA	02	R	344	37	13.52%	98

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Dan Benishek	MI	01	R	214	79	13.51%	99
Timothy J. Walz*	MN	01	D	811	12	13.47%	100
Donald E. Young*	AK	At-large	R	131	123	13.46%	101
Cynthia M. Lummis	WY	At-large	R	392	28	13.46%	101
Billy Long*	MO	07	R	271	59	13.46%	101
Rush D. Holt	NJ	12	D	91	164	13.36%	104
Michael Quigley	IL	05	D	14	331	13.33%	105
Heath Shuler*	NC	11	D	368	30	13.21%	106
John W. Olver	MA	01	D	186	92	13.16%	107
G.K. Butterfield	NC	01	D	210	81	13.16%	108
Patrick T. McHenry	NC	10	R	210	81	12.99%	109
Dana Rohrabacher	CA	46	R	36	261	12.81%	110
Niki Tsongas	MA	05	D	63	203	12.75%	111
Howard Coble*	NC	06	R	180	94	12.67%	112
Joe Wilson	SC	02	R	131	123	12.61%	113
Lynn A. Westmoreland	GA	03	R	163	100	12.36%	114
Bill Huizenga	MI	02	R	106	148	12.33%	115
Barney Frank	MA	04	D	61	207	12.27%	116
Mike Rogers (AL)	AL	03	R	333	44	12.18%	117
Daniel E. Lungren	CA	03	R	66	195	12.11%	118
James E. Clyburn	SC	06	D	242	71	12.04%	119
Robert Hurt	VA	05	R	269	60	12.03%	120
Peter Welch	VT	At-large	D	325	49	12.03%	120
Robert E. Andrews	NJ	01	D	43	243	11.98%	122
Morgan Griffith	VA	09	R	336	43	11.83%	123
Maurice D. Hinchey	NY	22	D	169	96	11.66%	124
Robert B. Aderholt	AL	04	R	308	54	11.63%	125
Steven R. Rothman	NJ	09	D	39	250	11.61%	126
Nydia M. Velazquez	NY	12	D	13	335	11.61%	126
Charles B. Rangel	NY	15	D	13	335	11.50%	128
Joe Baca	CA	43	D	40	248	11.49%	129
John A. Yarmuth	KY	03	D	68	190	11.47%	130
Peter J. Visclosky	IN	01	D	140	115	11.47%	130
Robert Dold	IL	10	R	33	269	11.38%	132

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Candice S. Miller*	MI	10	R	125	131	11.35%	133
Thomas W. Reed II	NY	29	R	261	64	11.32%	134
Walter B. Jones Jr.	NC	03	R	132	122	11.31%	135
Eliot L. Engel	NY	17	D	35	264	11.29%	136
Melvin L. Watt	NC	12	D	109	143	11.28%	137
Bobby L. Rush	IL	01	D	19	307	11.24%	138
Elton Gallegly	CA	24	R	59	214	11.22%	139
Bruce L. Braley	IA	01	D	341	40	11.20%	140
Frank A. Lobiondo*	NJ	02	R	67	192	11.15%	141
Robert Schilling	IL	17	R	347	36	11.12%	142
Mo Brooks	AL	05	R	222	78	11.06%	143
Charles W. Boustany Jr.	LA	07	R	233	73	11.05%	144
Todd Young	IN	09	R	325	50	11.01%	145
Kevin McCarthy	CA	22	R	90	165	10.98%	146
Albio Sires*	NJ	13	D	38	255	10.80%	147
Joseph Crowley	NY	07	D	18	315	10.78%	148
Paul Tonko	NY	21	D	102	152	10.73%	149
Gregory W. Meeks	NY	06	D	12	343	10.71%	150
Todd Rokita	IN	04	R	248	69	10.66%	151
Renee Ellmers	NC	02	R	139	116	10.64%	152
Carolyn B. Maloney	NY	14	D	9	353	10.59%	153
Jim Costa	CA	20	D	78	176	10.54%	154
Howard P. (Buck) McKeon	CA	25	R	60	212	10.51%	155
Geoff Davis	KY	04	R	226	74	10.49%	156
Edward J. Markey	MA	07	D	28	276	10.49%	157
Jeffrey Landry*	LA	03	R	124	132	10.48%	158
Mary Bono Mack	CA	45	R	58	216	10.47%	159
Frank Pallone	NJ	06	D	36	261	10.47%	159
Xavier Becerra	CA	31	D	19	307	10.44%	161
Christopher H. Smith	NJ	04	R	61	207	10.41%	162
Luis V. Gutierrez	IL	04	D	10	348	10.31%	163
John M. Shimkus	IL	19	R	503	23	10.23%	164
Nan Hayworth	NY	19	R	82	172	10.22%	165
Bob Goodlatte	VA	06	R	192	88	10.16%	166

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Richard E. Neal	MA	02	D	69	187	10.13%	167
Sue Myrick	NC	09	R	61	207	10.10%	168
Bill Cassidy	LA	06	R	142	113	10.09%	169
Eleanor Holmes Norton*	DC	Non-voting	D	17	317	10.06%	170
Mike Pence	IN	06	R	309	53	10.01%	171
Louise M. Slaughter	NY	28	D	52	230	9.90%	172
Terri A. Sewell	AL	07	D	245	70	9.88%	173
Sanford D. Bishop Jr.	GA	02	D	188	91	9.77%	174
Joe Walsh	IL	08	R	22	293	9.73%	175
Rodney P. Frelinghuysen	NJ	11	R	65	196	9.72%	176
Trey Gowdy	SC	04	R	130	125	9.61%	177
W. Todd Akin	MO	02	R	76	178	9.58%	178
Jerrold Nadler*	NY	08	D	13	335	9.56%	179
Bill Keating	MA	10	D	25	286	9.54%	180
Chip Cravaack*	MN	08	R	204	83	9.52%	181
Tim Scott	SC	01	R	70	184	9.40%	182
Steven Palazzo	MS	04	R	266	62	9.35%	183
Ann Marie Buerkle	NY	25	R	57	217	9.34%	184
Ben Ray Lujan	NM	03	D	154	104	9.32%	185
J. Randy Forbes	VA	04	R	118	138	9.31%	186
Linda T. Sanchez	CA	39	D	16	321	9.20%	187
Collin C. Peterson	MN	07	D	361	31	9.10%	188
Steve Pearce	NM	02	R	149	107	9.07%	189
Daniel Lipinski*	IL	03	D	17	317	9.04%	190
Phil Roe	TN	01	R	202	85	9.03%	191
Andre Carson	IN	07	D	64	198	9.03%	191
Spencer Bachus	AL	06	R	147	108	9.01%	193
Susan A. Davis	CA	53	D	27	279	9.00%	194
Aaron Schock	IL	18	R	277	58	8.91%	195
Thaddeus G. McCotter	MI	11	R	27	279	8.85%	196
Russ Carnahan*	MO	03	D	62	205	8.77%	197
Eric Cantor	VA	07	R	94	160	8.68%	198
Brian Higgins	NY	27	D	99	155	8.65%	199
Justin Amash	MI	03	R	54	225	8.53%	200

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
William J. Pascrell Jr.	NJ	08	D	31	271	8.36%	201
Edolphus Towns	NY	10	D	2	383	8.33%	202
Joseph Courtney	CT	02	D	96	159	8.31%	203
John B. Larson	CT	01	D	65	196	8.30%	204
Emanuel Cleaver	MO	05	D	64	198	8.29%	205
William Lacy Clay	MO	01	D	39	250	8.28%	206
Jesse L. Jackson Jr.	IL	02	D	21	298	8.27%	207
Jo Bonner	AL	01	R	124	132	8.25%	208
Rick Crawford*	AR	01	R	325	51	8.24%	209
Maxine Waters	CA	35	D	13	335	8.23%	210
John F. Tierney	MA	06	D	25	286	8.20%	211
Leonard Lance	NJ	07	R	62	205	8.19%	212
Robert J. Wittman	VA	01	R	61	207	8.18%	213
Ken Calvert	CA	44	R	26	283	8.18%	213
Sander M. Levin	MI	12	D	22	293	8.15%	215
Stephen Fincher	TN	08	R	338	42	8.12%	216
Rosa L. DeLauro	CT	03	D	54	225	8.11%	217
Devin Nunes	CA	21	R	74	182	8.10%	218
Gary C. Peters	MI	09	D	17	317	7.83%	219
Ed Perlmutter	CO	07	D	54	225	7.81%	220
Mike Ross	AR	04	D	344	37	7.80%	221
Steve J. Scalise	LA	01	R	108	146	7.71%	222
Dennis R. Rehberg	MT	At-large	R	353	34	7.70%	223
Adam B. Schiff	CA	29	D	24	291	7.69%	224
Grace F. Napolitano*	CA	38	D	19	307	7.63%	225
Christopher S. Murphy	CT	05	D	72	183	7.60%	226
Diana DeGette	CO	01	D	34	266	7.59%	227
Brian P. Bilbray	CA	50	R	21	298	7.58%	228
Adam Kinzinger	IL	11	R	169	98	7.48%	229
Joe Donnelly	IN	02	D	99	155	7.43%	230
Scott E. Rigell	VA	02	R	11	345	7.43%	230
Karen Bass	CA	33	D	7	361	7.37%	232
Betty McCollum	MN	04	D	29	272	7.36%	233
Judy Biggert	IL	13	R	20	302	7.35%	234

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Ben Chandler	KY	06	D	111	141	7.35%	234
Donald A. Manzullo	IL	16	R	150	106	7.30%	236
Gary L. Ackerman	NY	05	D	13	335	7.18%	237
Scott R. Tipton	CO	03	R	163	100	7.13%	238
Martha Roby	AL	02	R	225	75	7.11%	239
Keith Ellison	MN	05	D	34	266	7.08%	240
Timothy V. Johnson*	IL	15	R	374	29	7.06%	241
James McGovern	MA	03	D	35	265	7.04%	242
John Conyers	MI	14	D	19	307	7.01%	243
Dan Burton	IN	05	R	137	120	6.98%	244
Austin Scott	GA	08	R	118	138	6.97%	245
Steve Womack	AR	03	R	153	105	6.95%	246
Robert C. Scott	VA	03	D	39	250	6.94%	247
Jon Runyan	NJ	03	R	25	286	6.93%	248
Judy Chu	CA	32	D	19	307	6.91%	249
Janice D. Schakowsky	IL	09	D	10	348	6.90%	250
Cory Gardner	CO	04	R	168	99	6.89%	251
Chuck Fleischmann*	TN	03	R	108	146	6.77%	252
VACANT (OR-1)	OR	01		55	223	6.77%	252
Colleen Hanabusa	HI	01	D	28	276	6.76%	254
Donald M. Payne	NJ	10	D	27	279	6.75%	255
Brett Guthrie	KY	02	R	145	112	6.73%	256
Norman D. Dicks	WA	06	D	48	235	6.69%	257
Stephen F. Lynch	MA	09	D	22	293	6.67%	258
Henry A. Waxman	CA	30	D	14	331	6.67%	258
Marsha Blackburn	TN	07	R	182	93	6.63%	260
John Kline	MN	02	R	64	198	6.56%	261
Cathy McMorris Rodgers	WA	05	R	102	152	6.53%	262
Doug Lamborn	CO	05	R	60	212	6.51%	263
Randall M. (Randy) Hultgren*	IL	14	R	79	174	6.50%	264
Kurt Schrader	OR	05	D	67	192	6.49%	265
Jared Polis	CO	02	D	51	231	6.46%	266
Ed Whitfield	KY	01	R	264	63	6.45%	267
Jerry F. Costello*	IL	12	D	130	125	6.35%	268

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Lucille Roybal-Allard	CA	34	D	16	321	6.32%	269
Peter J. Roskam	IL	06	R	15	327	6.30%	270
Peter A. DeFazio*	OR	04	D	139	116	6.30%	271
Cedric L. Richmond	LA	02	D	29	272	6.28%	272
James A. McDermott	WA	07	D	19	307	6.27%	273
Lee Terry	NE	02	R	45	240	6.27%	273
Greg Walden	OR	02	R	146	110	6.18%	275
Paul C. Broun Jr.	GA	10	R	99	155	6.15%	276
Phil Gingrey	GA	11	R	63	203	6.10%	277
Nita M. Lowey	NY	18	D	33	269	6.06%	278
Brad Sherman	CA	27	D	16	321	6.02%	279
David E. Price	NC	04	D	46	237	6.00%	280
John Carney	DE	At-large	D	50	232	5.80%	281
Ralph M. Hall	TX	04	R	192	88	5.77%	282
David A. Scott	GA	13	D	26	283	5.73%	283
Louie Gohmert	TX	01	R	128	128	5.72%	284
Tim Griffin	AR	02	R	109	143	5.72%	284
Jefferson B. Miller	FL	01	R	57	217	5.68%	286
Steve Cohen*	TN	09	D	39	250	5.68%	286
Marlin A. Stutzman	IN	03	R	77	177	5.67%	288
Gary G. Miller*	CA	42	R	13	335	5.65%	289
Tom Price	GA	06	R	20	302	5.48%	290
Earl Blumenauer	OR	03	D	25	286	5.42%	291
Paul R. Gosar	AZ	01	R	118	138	5.35%	292
Duncan D. Hunter*	CA	52	R	22	293	5.33%	293
Rob Bishop	UT	01	R	47	236	5.32%	294
Bill Flores	TX	17	R	138	118	5.29%	295
Mike Coffman	CO	06	R	39	250	5.26%	296
Kevin Brady	TX	08	R	88	169	5.17%	297
Tom Graves	GA	09	R	70	184	5.15%	298
Ron Paul	TX	14	R	106	148	5.14%	299
Allen West	FL	22	R	22	293	5.13%	300
Rick Larsen*	WA	02	D	46	237	5.12%	301
Howard L. Berman	CA	28	D	9	353	5.06%	302

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Scott DesJarlais	TN	04	R	174	95	5.03%	303
David Dreier	CA	26	R	19	307	4.87%	304
Doc Hastings	WA	04	R	76	178	4.81%	305
Loretta Sanchez	CA	47	D	6	366	4.80%	306
Jay Inslee	WA	01	D	10	348	4.67%	307
David G. Reichert	WA	08	R	27	279	4.66%	308
John Campbell	CA	48	R	18	315	4.65%	309
Frank R. Wolf	VA	10	R	43	243	4.60%	310
Jim Matheson	UT	02	D	56	222	4.59%	311
Carolyn McCarthy	NY	04	D	6	366	4.38%	312
Kay Granger	TX	12	R	57	217	4.37%	313
Bob Filner*	CA	51	D	29	272	4.36%	314
Joe L. Barton	TX	06	R	90	165	4.34%	315
Ileana Ros-Lehtinen	FL	18	R	14	331	4.29%	316
John Barrow	GA	12	D	64	198	4.23%	317
Jack Kingston	GA	01	R	68	190	4.23%	317
Gerald E. Connolly	VA	11	D	17	317	4.22%	319
Jim Cooper	TN	05	D	42	245	4.15%	320
Clifford B. Stearns	FL	06	R	15	327	3.99%	321
VACANT (NV-2)	NV	02		38	255	3.96%	322
Edward R. Royce	CA	40	R	10	348	3.95%	323
Erik Paulsen	MN	03	R	16	321	3.94%	324
John R. Carter	TX	31	R	92	162	3.77%	325
Darrell E. Issa	CA	49	R	13	335	3.76%	326
Michele Bachmann	MN	06	R	19	307	3.73%	327
Diane Black	TN	06	R	104	150	3.68%	328
John R. Lewis	GA	05	D	23	292	3.67%	329
Martin T. Heinrich	NM	01	D	20	302	3.66%	330
John J. Duncan Jr.*	TN	02	R	46	237	3.62%	331
Adam Smith	WA	09	D	16	321	3.60%	332
Jaime Herrera Beutler*	WA	03	R	37	259	3.59%	333
Michael Grimm	NY	13	R	6	366	3.55%	334
Ander Crenshaw	FL	04	R	29	272	3.54%	335
Michael T. McCaul	TX	10	R	57	217	3.52%	336

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Robert Woodall	GA	07	R	15	327	3.45%	337
William M. (Mac) Thornberry	TX	13	R	123	134	3.38%	338
Michael C. Burgess	TX	26	R	38	255	3.27%	339
Raul M. Grijalva	AZ	07	D	49	234	3.27%	339
Steve Southerland*	FL	02	R	34	266	3.22%	341
Robert Neugebauer	TX	19	R	64	198	3.18%	342
Corrine Brown	FL	03	D	15	327	3.01%	343
Henry C. "Hank" Johnson Jr.	GA	04	D	9	353	3.00%	344
James P. Moran Jr.	VA	08	D	12	343	2.98%	345
Jason Chaffetz	UT	03	R	21	298	2.96%	346
Rick Berg	ND	At-large	R	36	261	2.81%	347
Pete Olson	TX	22	R	25	286	2.79%	348
Gabrielle Giffords	AZ	08	D	28	276	2.72%	349
Blake Farenthold*	TX	27	R	26	283	2.71%	350
John L. Mica*	FL	07	R	10	348	2.64%	351
Jeb Hensarling	TX	05	R	42	245	2.53%	352
K. Michael Conaway	TX	11	R	75	181	2.38%	353
Lloyd Doggett	TX	25	D	53	228	2.30%	354
Ted Poe	TX	02	R	21	298	2.20%	355
Richard Nugent	FL	05	R	9	353	2.08%	356
Peter T. King	NY	03	R	3	376	2.08%	356
Ruben Hinojosa	TX	15	D	38	255	2.05%	358
Katherine Castor	FL	11	D	9	353	1.91%	359
Timothy H. Bishop*	NY	01	D	3	376	1.80%	360
Debbie Wasserman Schultz	FL	20	D	5	371	1.72%	361
Bill Posey	FL	15	R	8	360	1.64%	362
Alcee L. Hastings	FL	23	D	6	366	1.60%	363
Sandra Adams	FL	24	R	6	366	1.60%	363
Eddie Bernice Johnson*	TX	30	D	16	321	1.53%	365
Thomas J. Rooney	FL	16	R	9	353	1.49%	366
Frederica S. Wilson	FL	17	D	3	376	1.44%	367
Henry Cuellar	TX	28	D	20	302	1.34%	368
Sheila Jackson-Lee	TX	18	D	11	345	1.34%	368
John Abney Culberson	TX	07	R	7	361	1.28%	370

Member	State	District	Party	# SD Bridges	Rank- # of SD Bridges	Percent SD ↓	Rank - % SD
Trent Franks	AZ	02	R	14	331	1.25%	371
Ed Pastor	AZ	04	D	3	376	1.17%	372
Vern Buchanan	FL	13	R	7	361	1.09%	373
Steve Israel	NY	02	D	2	383	1.02%	374
Ben Quayle	AZ	03	R	4	374	1.01%	375
Silvestre Reyes	TX	16	D	5	371	0.83%	376
Jeff Flake	AZ	06	R	3	376	0.82%	377
Mario Diaz-Balart	FL	21	R	2	383	0.80%	378
C. W. Bill Young	FL	10	R	2	383	0.75%	379
Lamar S. Smith	TX	21	R	9	353	0.72%	380
Pete Sessions	TX	32	R	5	371	0.70%	381
Kenny Marchant	TX	24	R	7	361	0.68%	382
David M. Rivera	FL	25	R	3	376	0.64%	383
Dennis Ross	FL	12	R	3	376	0.61%	384
Gene Green	TX	29	D	4	374	0.57%	385
David Schweikert	AZ	05	R	2	383	0.41%	386
Connie Mack	FL	14	R	2	383	0.40%	387
Shelley Berkley	NV	01	D	1	392	0.39%	388
Gus M. Bilirakis	FL	09	R	1	392	0.38%	389
Daniel Webster	FL	08	R	2	383	0.37%	390
Francisco Canseco	TX	23	R	11	345	0.37%	390
Sam Johnson	TX	03	R	2	383	0.29%	392
Charles A. Gonzalez	TX	20	D	2	383	0.24%	393
Al Green	TX	09	D	1	392	0.20%	394
Theodore E. (Ted) Deutch	FL	19	D	0	395	0.00%	395
Joseph Heck	NV	03	R	0	395	0.00%	395

*Denotes House T&I Committee Member

Appendix C. State-by-State Structurally Deficient Bridges

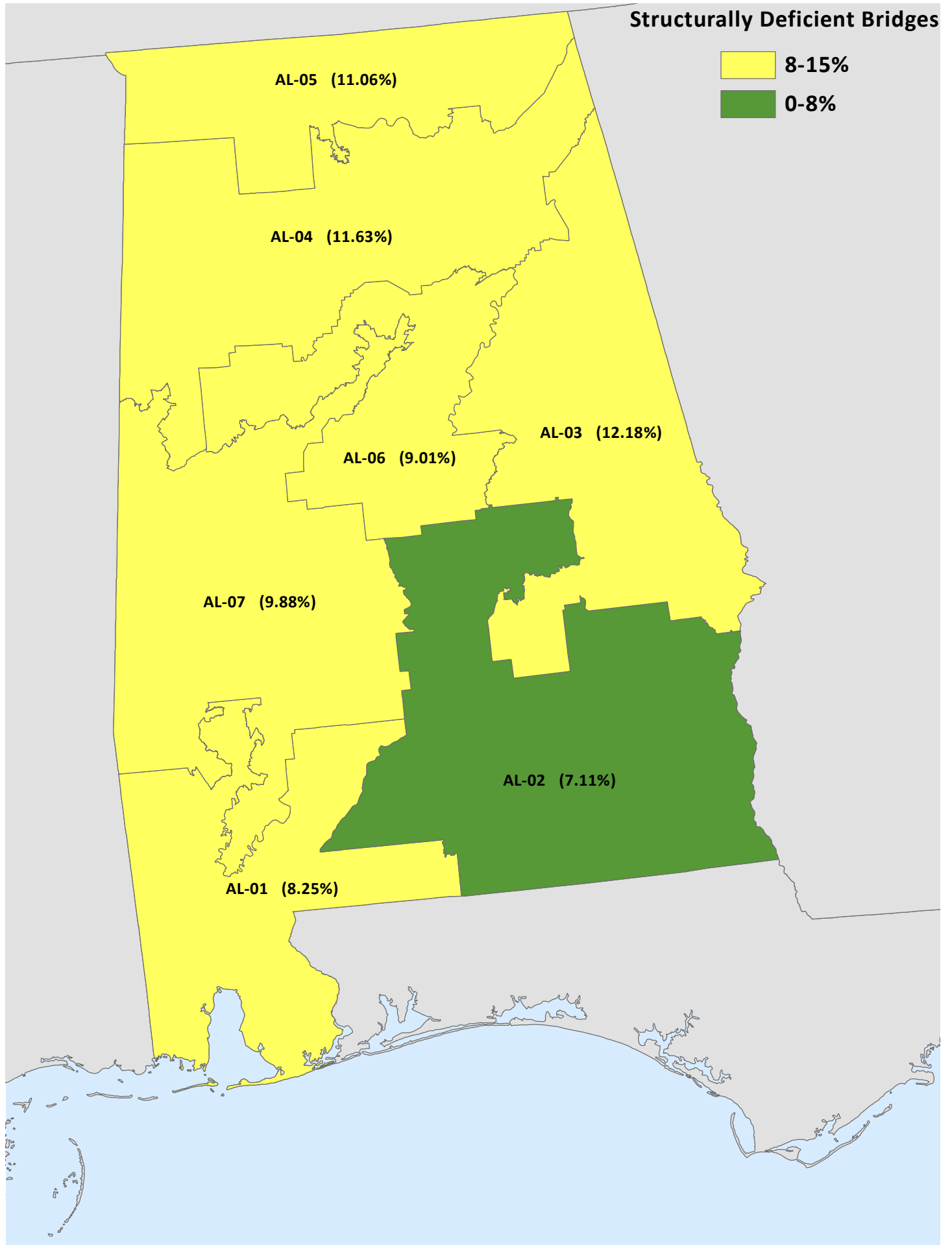
The following pages contain maps of the states for which reliable data exists regarding location of deficient bridges. Five states are not included at all: Idaho, Kansas, Maryland, Ohio, and Wisconsin. The location data these states submitted to FHWA for each of their bridges made it impossible to reliably locate and place a large percentage of their bridges. Maryland and Wisconsin were particularly egregious in this regard; at least one-third of bridges in each state were not reliably geocoded.

Three additional states (and the District of Columbia) also had highly unreliable data, but these states have only one congressional district, so they were included: North Dakota (which lacked geocoded data for an amazing 71 percent of its bridges), Alaska, and Montana, and D.C.

Finally, four states had fairly high percentages of lacking location data, but were included with a caveat that their data is not of the highest quality: Hawaii, Virginia, Oregon, and Washington.

With every map, there is a chart outlining each congressional district in the state and its rate of structurally deficient bridges, as well as information about the member of Congress for that district.

Alabama



STATE MAP INFORMATION BY DISTRICT

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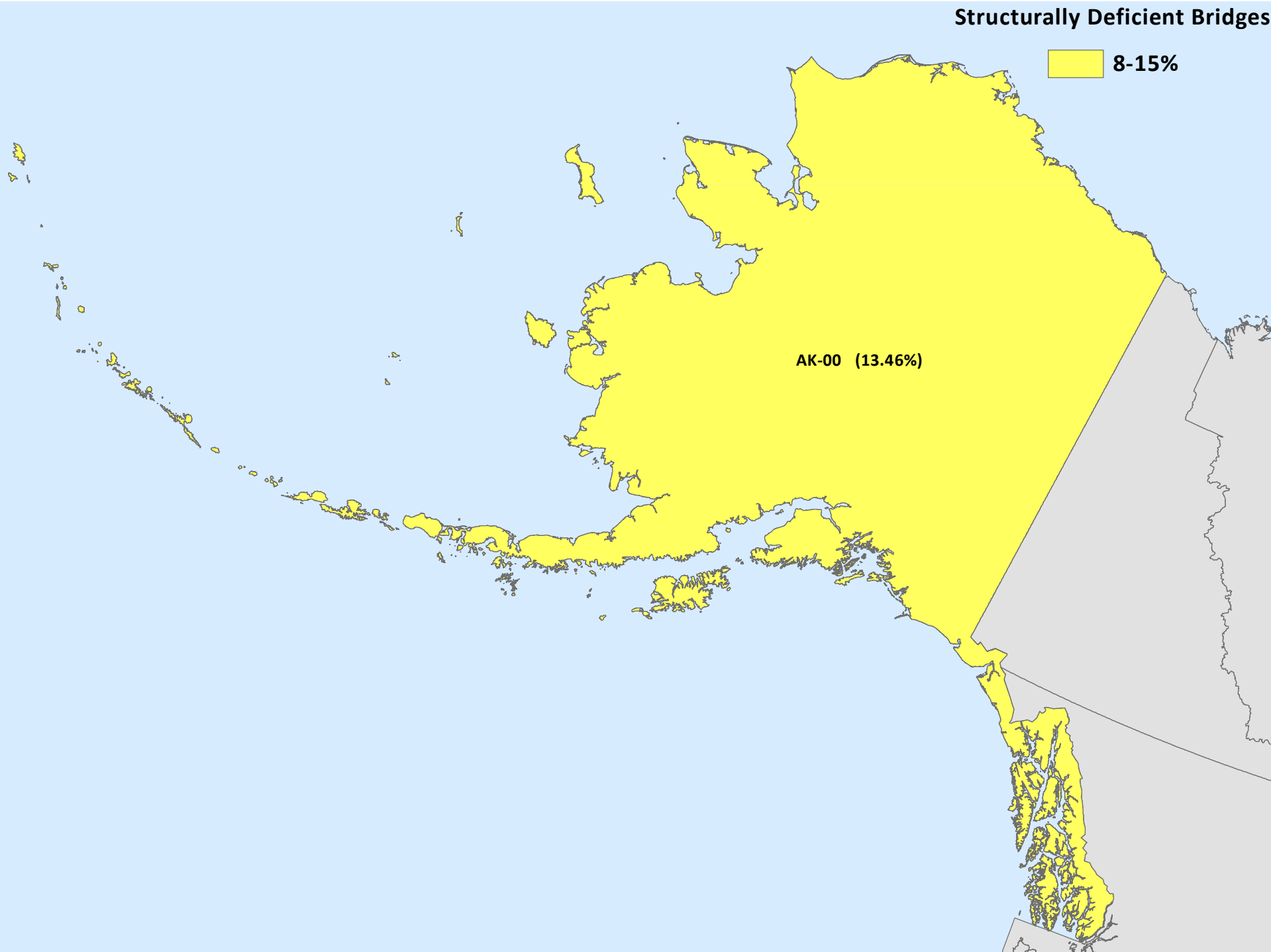
Member	Party	District	Percent Deficient	Percent above/below state average
Mike Rogers	R	AL-03	12.18%	2.28%
Robert Aderholt	R	AL-04	11.63%	1.73%
Mo Brooks	R	AL-05	11.06%	1.16%
Terri A. Sewell	D	AL-07	9.88%	-0.02%
Spencer Bachus	R	AL-06	9.01%	-0.89%
Jo Bonner	R	AL-01	8.25%	-1.65%
Martha Roby	R	AL-02	7.11%	-2.79%



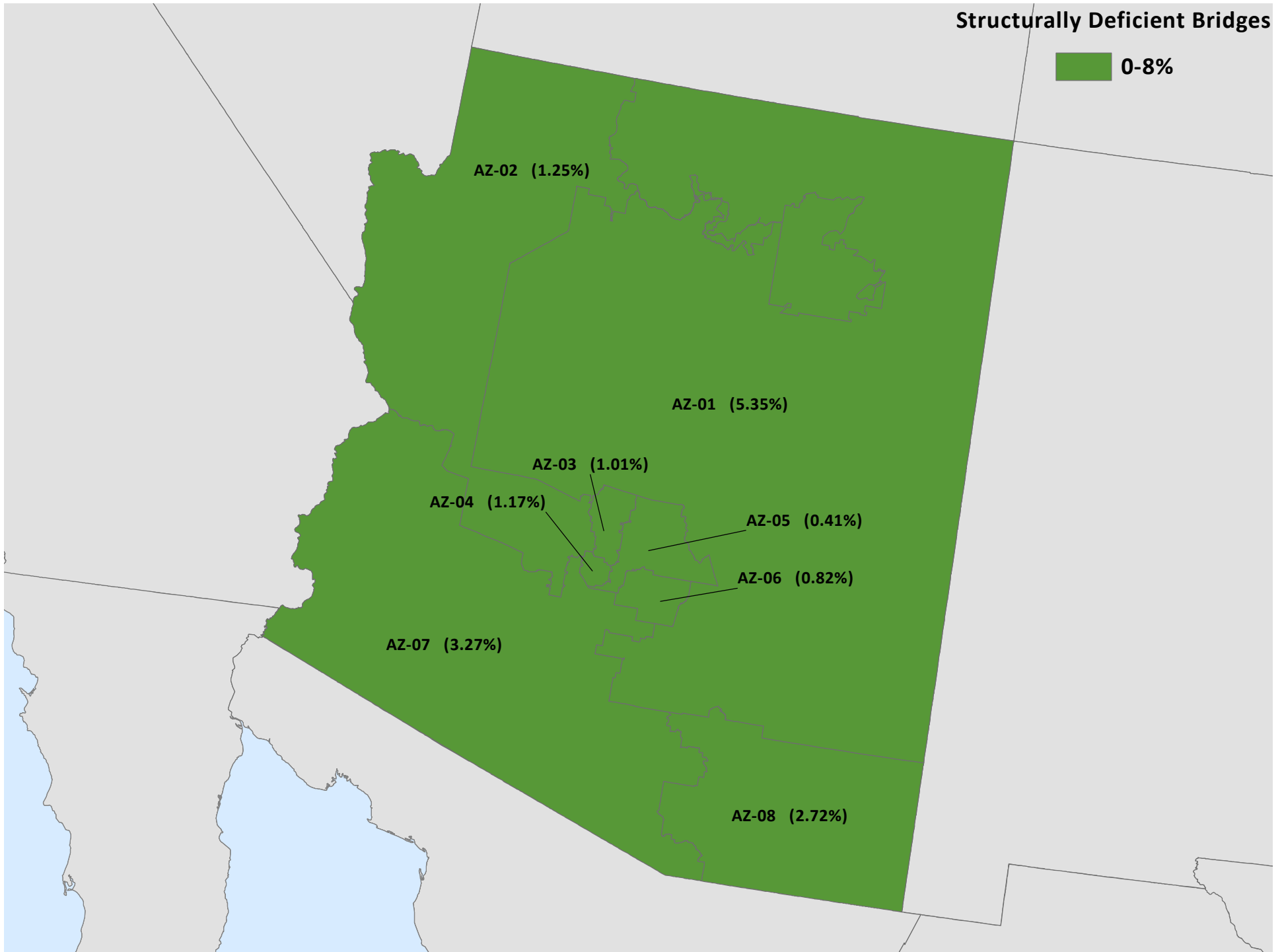
ALASKA – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Donald E. Young*	R	AK-AL	13.46%	N/A

Alaska



Arizona



STATE MAP INFORMATION BY DISTRICT

ARIZONA – Previous Page

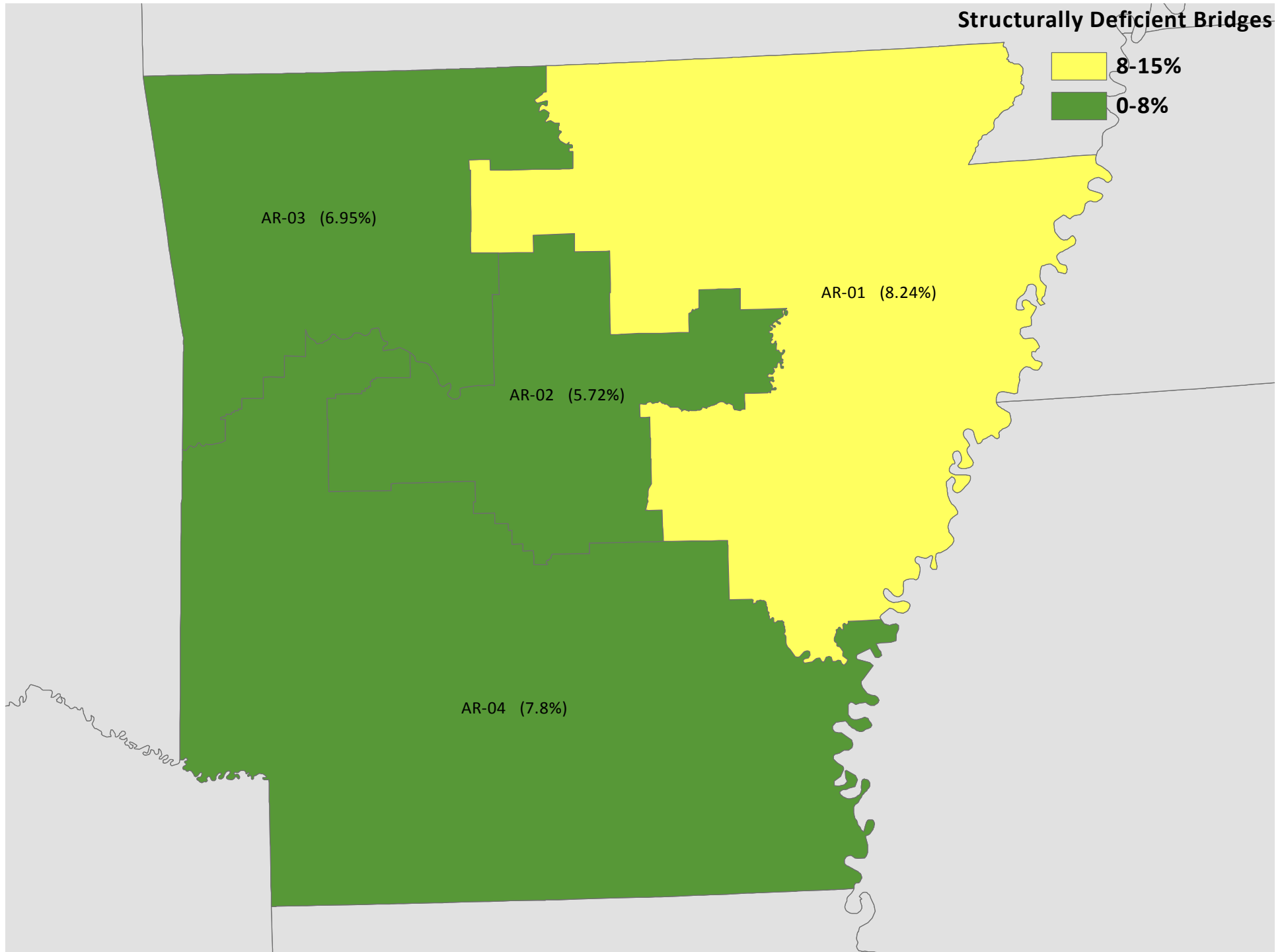
Member	Party	District	Percent Deficient	Percent above/below state average
Paul R. Gosar	R	AZ-01	5.35%	2.35%
Raul M. Grijalva	D	AZ-07	3.27%	0.27%
Gabrielle Giffords	D	AZ-08	2.72%	-0.28%
Trent Franks	R	AZ-02	1.25%	-1.75%
Ed Pastor	D	AZ-04	1.17%	-1.83%
Ben Quayle	R	AZ-03	1.01%	-1.99%
David Schweikert	R	AZ-05	0.41%	-2.59%

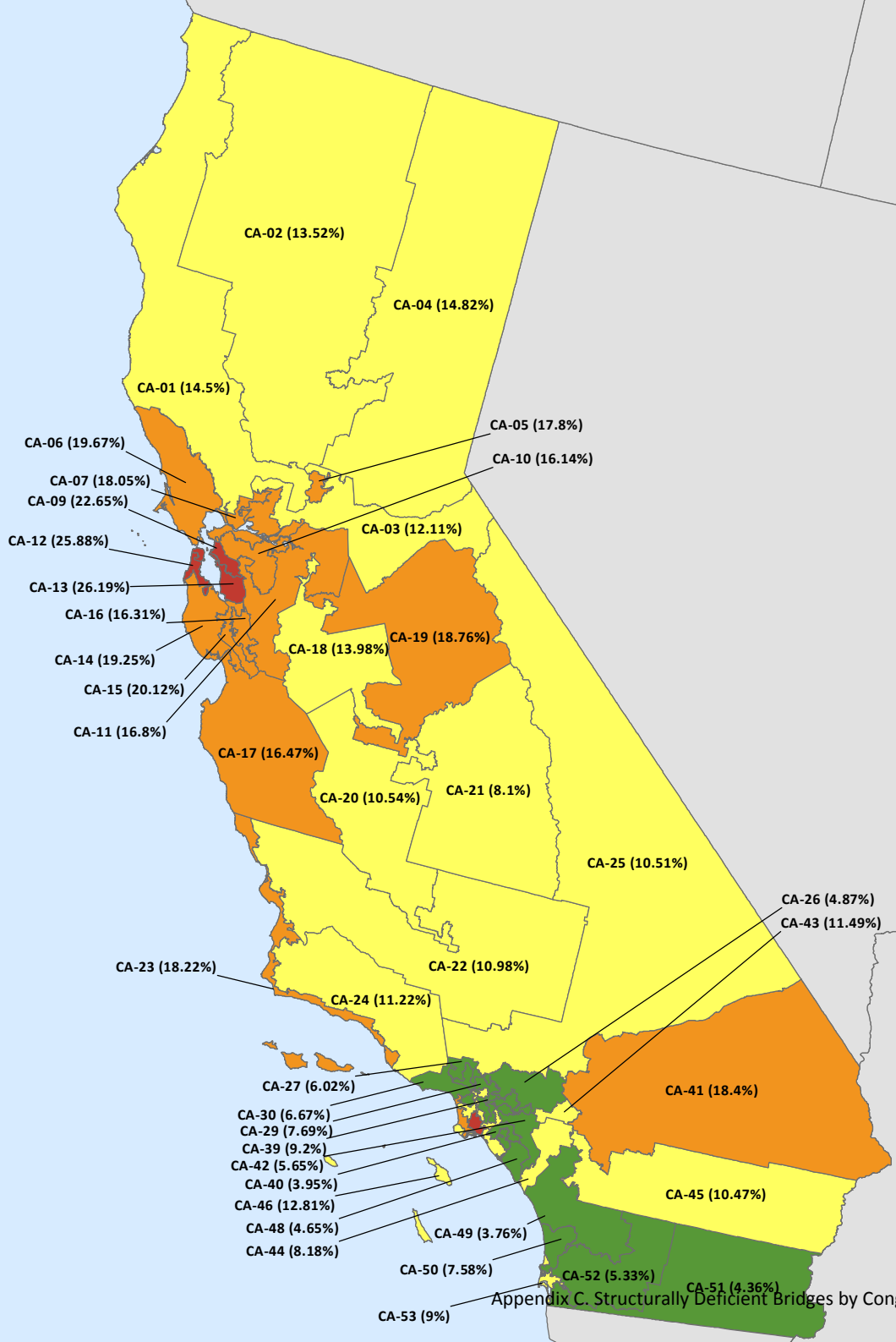


ARKANSAS – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Rick Crawford*	R	AR-01	8.24%	0.84%
Mike Ross	D	AR-04	7.80%	0.40%
Steve Womack	R	AR-03	6.95%	-0.45%
Tim Griffin	R	AR-02	5.72%	-1.68%

Arkansas





Appendix C. Structurally Deficient Bridges by Congressional District

STATE MAP INFORMATION BY DISTRICT

CALIFORNIA – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Nancy Pelosi	D	CA-08	36.36%	23.56%
Laura Richardson*	D	CA-37	26.41%	13.61%
Fortney Pete Stark	D	CA-13	26.19%	13.39%
Karen Lorraine Jacqueline (Jackie) Speier	D	CA-12	25.88%	13.08%
Barbara Lee	D	CA-09	22.65%	9.85%
Mike Honda	D	CA-15	20.12%	7.32%
Lynn Woolsey	D	CA-06	19.67%	6.87%
Anna G. Eshoo	D	CA-14	19.25%	6.45%
Jeff Denham*	R	CA-19	18.76%	5.96%
Jerry Lewis	R	CA-41	18.40%	5.60%
Lois Capps	D	CA-23	18.22%	5.42%
George Miller	D	CA-07	18.05%	5.25%
Doris O. Matsui	D	CA-05	17.80%	5.00%
Jerry McNerney	D	CA-11	16.80%	4.00%
Sam Farr	D	CA-17	16.47%	3.67%
Zoe Lofgren	D	CA-16	16.31%	3.51%
John Garamendi	D	CA-10	16.14%	3.34%
Janice Hahn	D	CA-36	15.87%	3.07%
Tom McClintock	R	CA-04	14.82%	2.02%
Mike Thompson	D	CA-01	14.50%	1.70%
Dennis Cardoza	D	CA-18	13.98%	1.18%
Wally Herger	R	CA-02	13.52%	0.72%
Dana Rohrabacher	R	CA-46	12.81%	0.01%
Daniel E. Lungren	R	CA-03	12.11%	-0.69%
Joe Baca	D	CA-43	11.49%	-1.31%
Elton Gallegly	R	CA-24	11.22%	-1.58%
Kevin McCarthy	R	CA-22	10.98%	-1.82%
Jim Costa	D	CA-20	10.54%	-2.26%
Howard P. (Buck) McKeon	R	CA-25	10.51%	-2.29%
Mary Bono	R	CA-45	10.47%	-2.33%
Xavier Becerra	D	CA-31	10.44%	-2.36%

California continued on next page

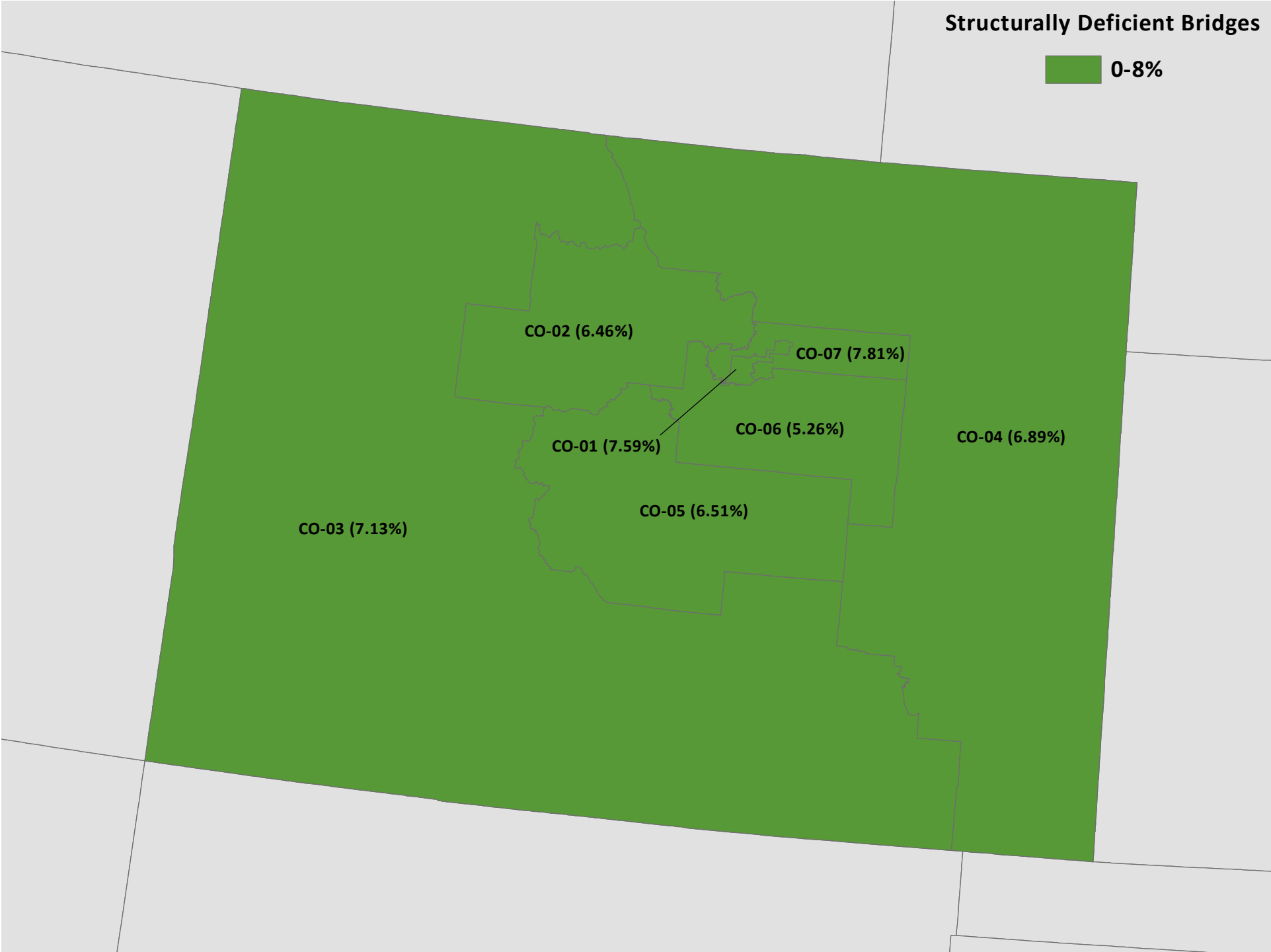
STATE MAP INFORMATION BY DISTRICT

Linda Sanchez	D	CA-39	9.20%	-3.60%
Susan Davis	D	CA-53	9.00%	-3.80%
Maxine Waters	D	CA-35	8.23%	-4.57%
Ken Calvert	R	CA-44	8.18%	-4.62%
Devin Nunes	R	CA-21	8.10%	-4.70%
Adam Schiff	D	CA-29	7.69%	-5.11%
Grace F. Napolitano*	D	CA-38	7.63%	-5.17%
Brian P. Bilbray	R	CA-50	7.58%	-5.22%
Karen Bass	D	CA-33	7.37%	-5.43%
Judy Chu	D	CA-32	6.91%	-5.89%
Henry A. Waxman	D	CA-30	6.67%	-6.13%
Lucille Roybal-Allard	D	CA-34	6.32%	-6.48%
Brad Sherman	D	CA-27	6.02%	-6.78%
Gary G. Miller*	R	CA-42	5.65%	-7.15%
Duncan Hunter*	R	CA-52	5.33%	-7.47%
Howard L. Berman	D	CA-28	5.06%	-7.74%
David Dreier	R	CA-26	4.87%	-7.93%
Loretta Sanchez	D	CA-47	4.80%	-8.00%
John Campbell	R	CA-48	4.65%	-8.15%
Bob Filner*	D	CA-51	4.36%	-8.44%
Ed Royce	R	CA-40	3.95%	-8.85%
Darrell Issa	R	CA-49	3.76%	-9.04%

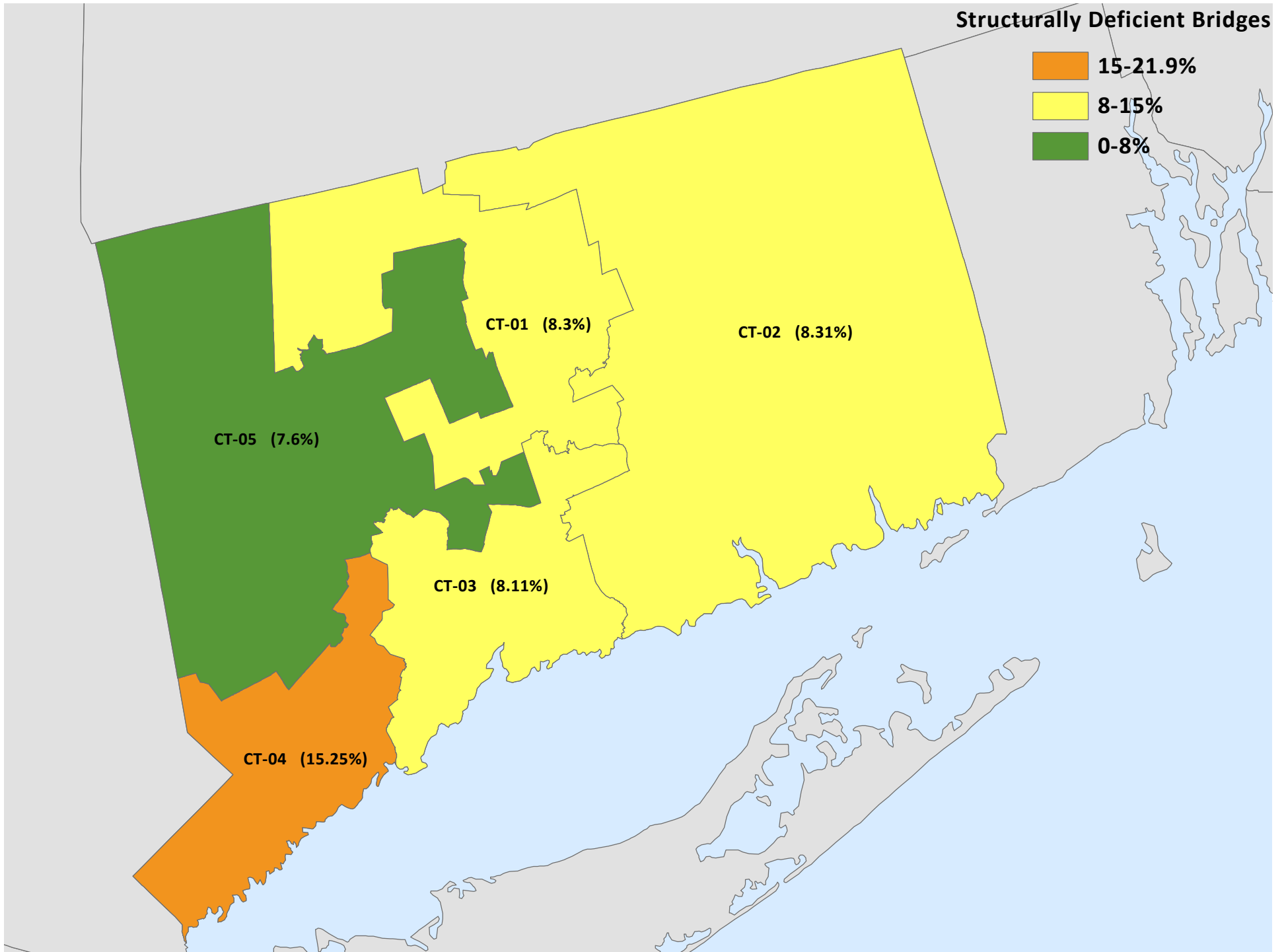
COLORADO – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Ed Perlmutter	D	CO-07	7.81%	1.01%
Diana DeGette	D	CO-01	7.59%	0.79%
Scott Tipton	R	CO-03	7.13%	0.33%
Cory Gardner	R	CO-04	6.89%	0.09%
Doug Lamborn	R	CO-05	6.51%	-0.29%
Jared Polis	D	CO-02	6.46%	-0.34%
Mike Coffman	R	CO-06	5.26%	-1.54%

Colorado



Connecticut



STATE MAP INFORMATION BY DISTRICT

CONNECTICUT – Previous Page

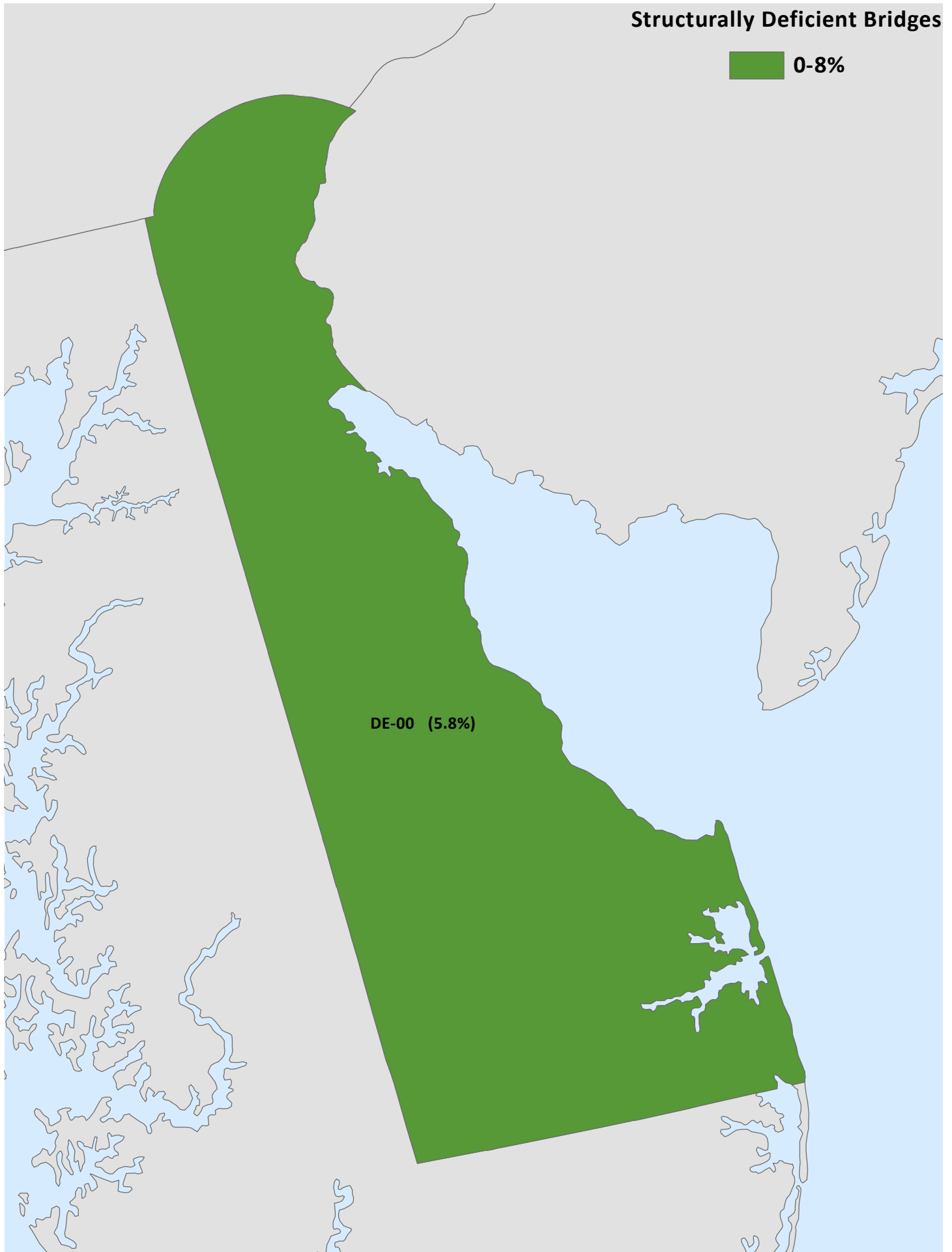
Member	Party	District	Percent Deficient	Percent above/below state average
James A. Himes	D	CT-04	15.25%	6.05%
Joe Courtney	D	CT-02	8.31%	-0.89%
John B. Larson	D	CT-01	8.30%	-0.90%
Rosa DeLauro	D	CT-03	8.11%	-1.09%
Christopher S. Murphy	D	CT-05	7.60%	-1.60%



DELAWARE – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
John Carney	D	DE-AL	5.80%	N/A

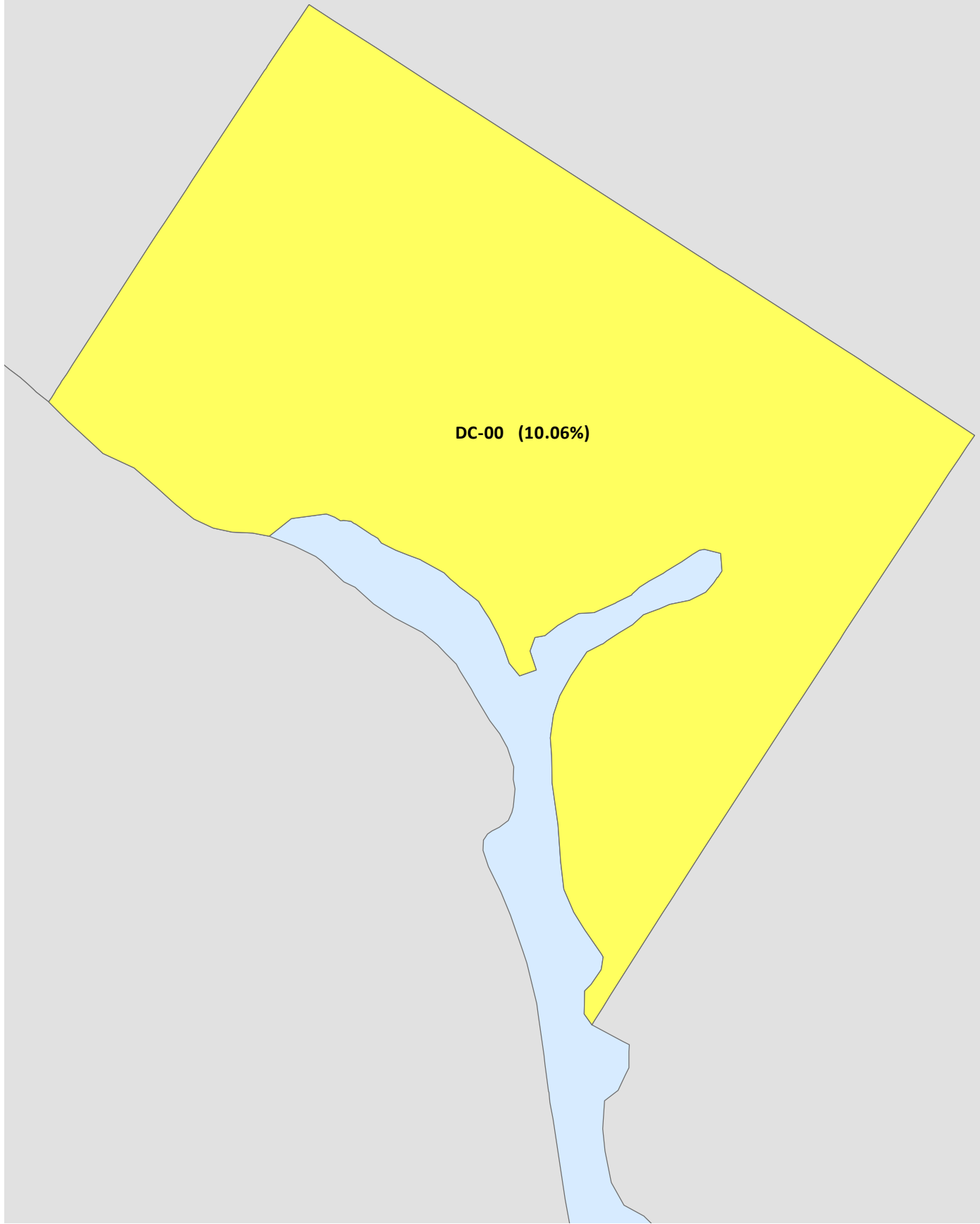
Delaware



District of Columbia

Structurally Deficient Bridges

8-15%



STATE MAP INFORMATION BY DISTRICT

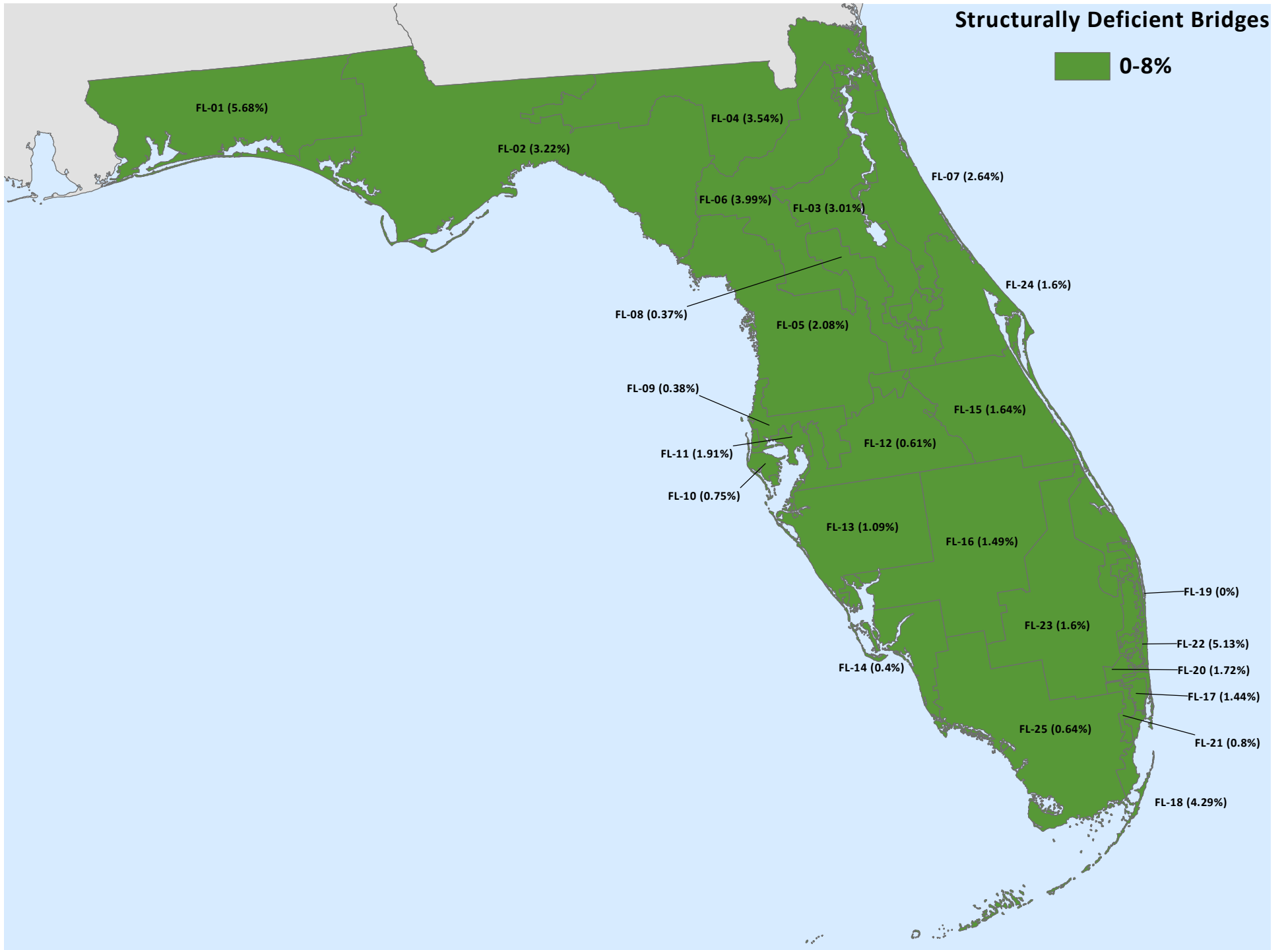
DISTRICT OF COLUMBIA – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Eleanor Holmes Norton*	D	DC-NV	10.06%	N/A

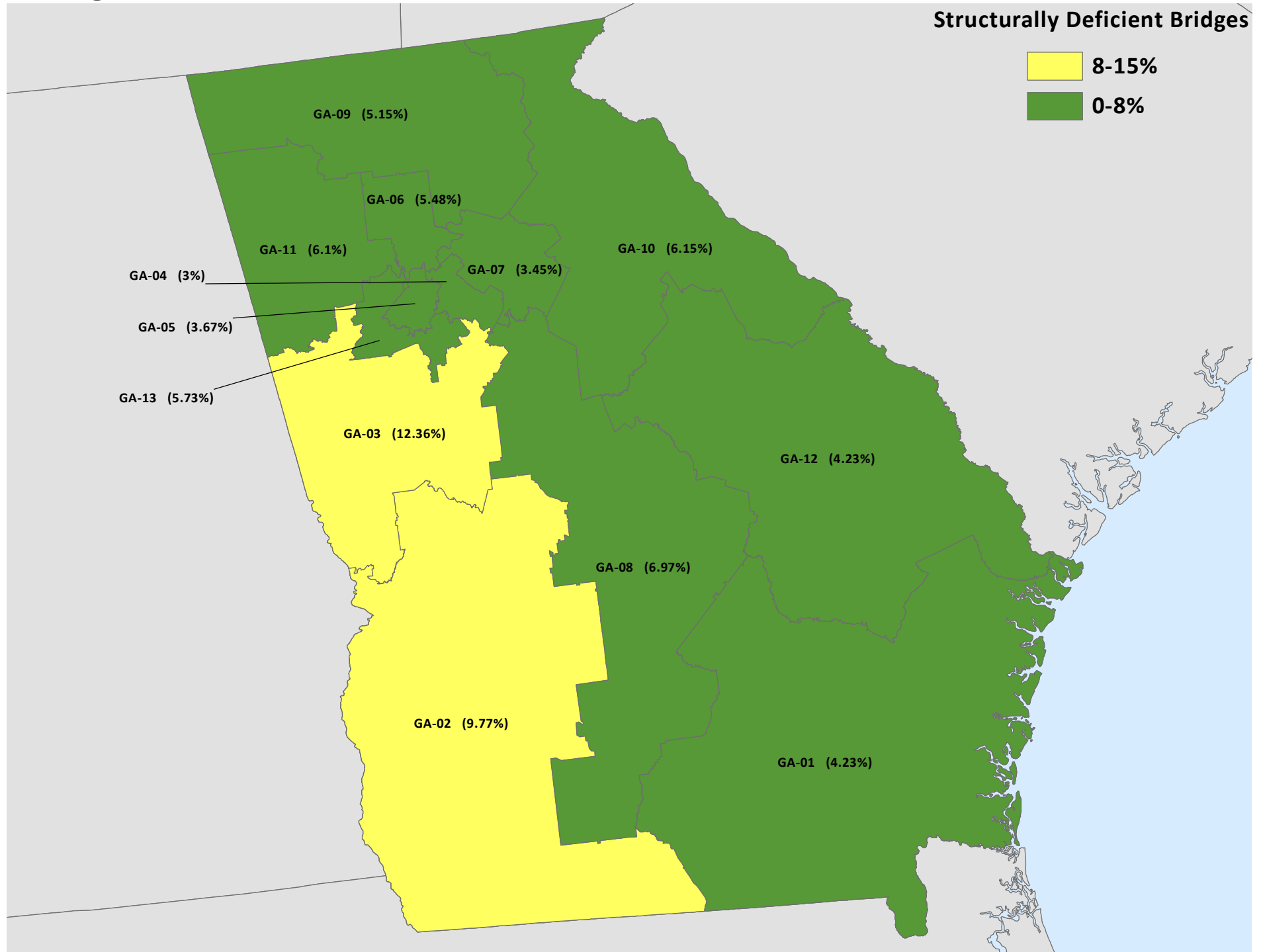
FLORIDA – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Jeff Miller	R	FL-01	5.68%	3.28%
Allen West	R	FL-22	5.13%	2.73%
Ileana Ros-Lehtinen	R	FL-18	4.29%	1.89%
Clifford B. Stearns	R	FL-06	3.99%	1.59%
Ander Crenshaw	R	FL-04	3.54%	1.14%
Steve Southerland*	R	FL-02	3.22%	0.82%
Corrine Brown	D	FL-03	3.01%	0.61%
John L. Mica*	R	FL-07	2.64%	0.24%
Richard Nugent	R	FL-05	2.08%	-0.32%
Kathy Castor	D	FL-11	1.91%	-0.49%
Debbie Wasserman Schultz	D	FL-20	1.72%	-0.68%
Bill Posey	R	FL-15	1.64%	-0.76%
Alcee L. Hastings	D	FL-23	1.60%	-0.80%
Sandy Adams	R	FL-24	1.60%	-0.80%
Thomas J. Rooney	R	FL-16	1.49%	-0.91%
Frederica Wilson	D	FL-17	1.44%	-0.96%
Vern Buchanan	R	FL-13	1.09%	-1.31%
Lincoln Diaz-Balart	R	FL-21	0.80%	-1.60%
C.W. Bill Young	R	FL-10	0.75%	-1.65%
David Rivera	R	FL-25	0.64%	-1.76%
Dennis Ross	R	FL-12	0.61%	-1.79%
Connie Mack	R	FL-14	0.40%	-2.00%
Gus Bilirakis	R	FL-09	0.38%	-2.02%
Daniel Webster	R	FL-08	0.37%	-2.03%
Theodore E. (Ted) Deutch	D	FL-19	0.00%	-2.40%

Florida



Georgia



STATE MAP INFORMATION BY DISTRICT

GEORGIA – Previous Page

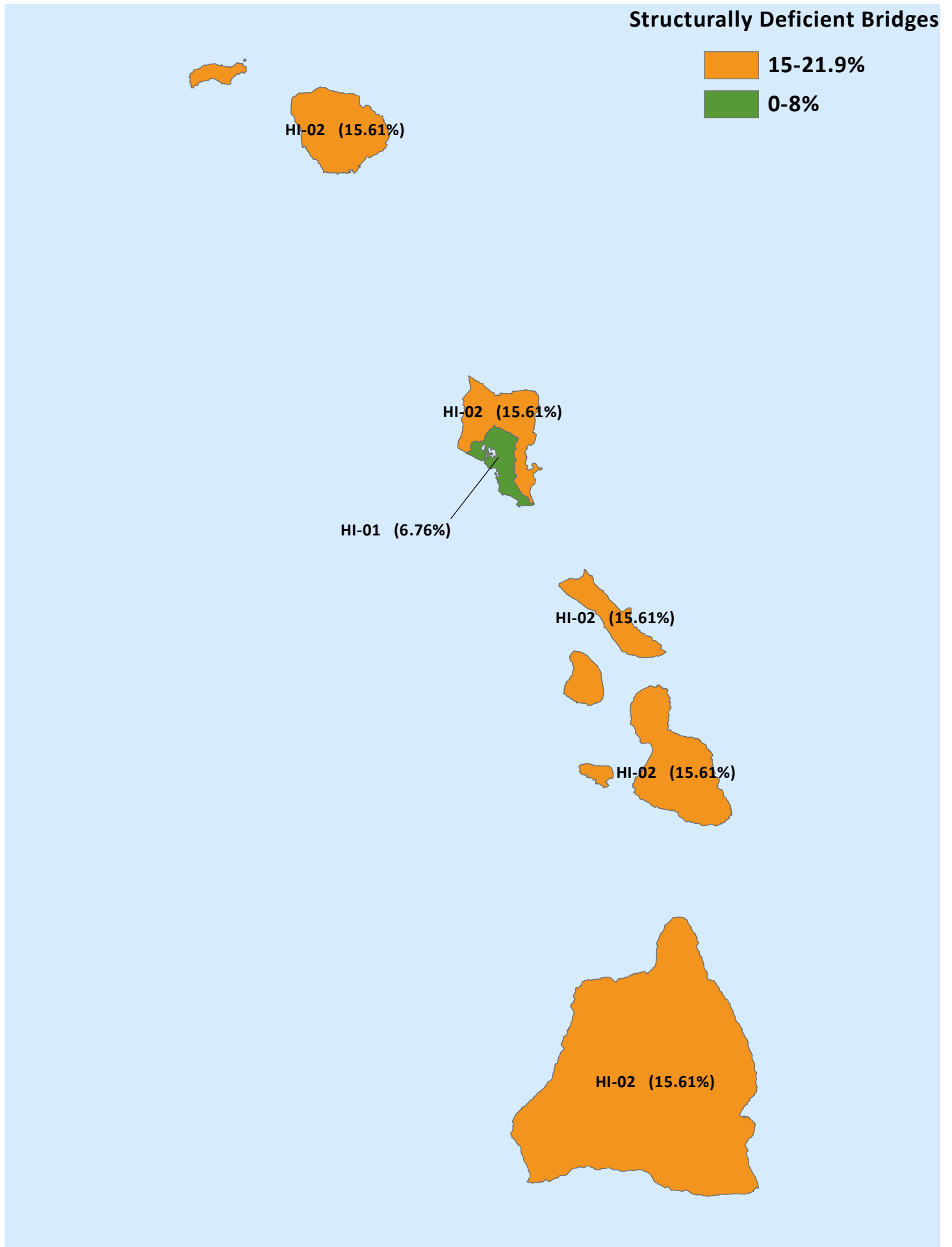
Member	Party	District	Percent Deficient	Percent above/below state average
Lynn A. Westmoreland	R	GA-03	12.36%	5.96%
Sanford D. Bishop Jr.	D	GA-02	9.77%	3.37%
Austin Scott	R	GA-08	6.97%	0.57%
Paul C. Broun Jr.	R	GA-10	6.15%	-0.25%
Phil Gingrey	R	GA-11	6.10%	-0.30%
David Scott	D	GA-13	5.73%	-0.67%
Tom Price	R	GA-06	5.48%	-0.92%
Tom Graves	R	GA-09	5.15%	-1.25%
Jack Kingston	R	GA-01	4.23%	-2.17%
John Barrow	D	GA-12	4.23%	-2.17%
John R. Lewis	D	GA-05	3.67%	-2.73%
Robert Woodall	R	GA-07	3.45%	-2.95%
Henry C. "Hank" Johnson Jr.	D	GA-04	3.00%	-3.40%



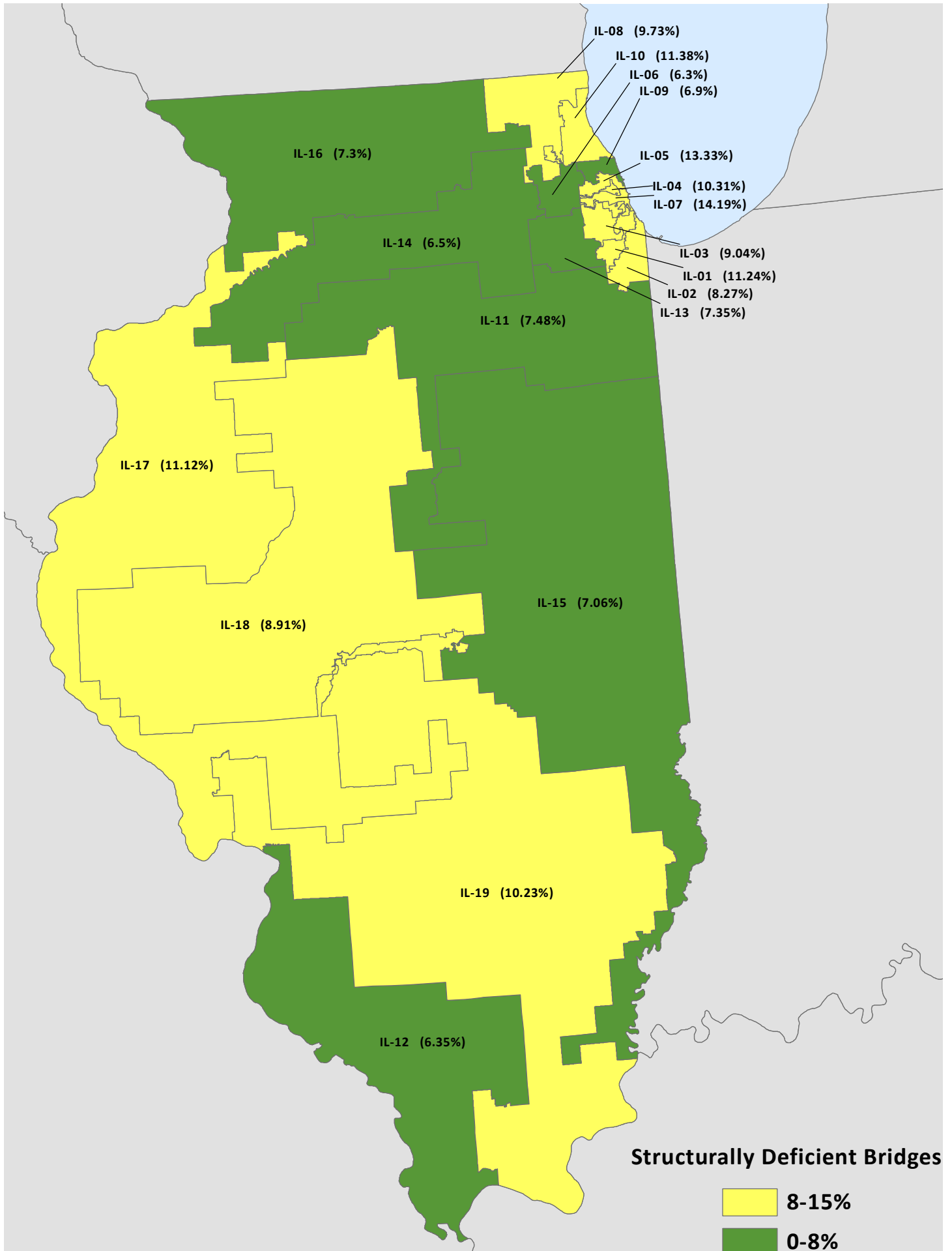
HAWAII – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Mazie K. Hirono*	D	HI-02	15.61%	3.21%
Colleen Hanabusa	D	HI-01	6.76%	-5.64%

Hawaii



Illinois



STATE MAP INFORMATION BY DISTRICT

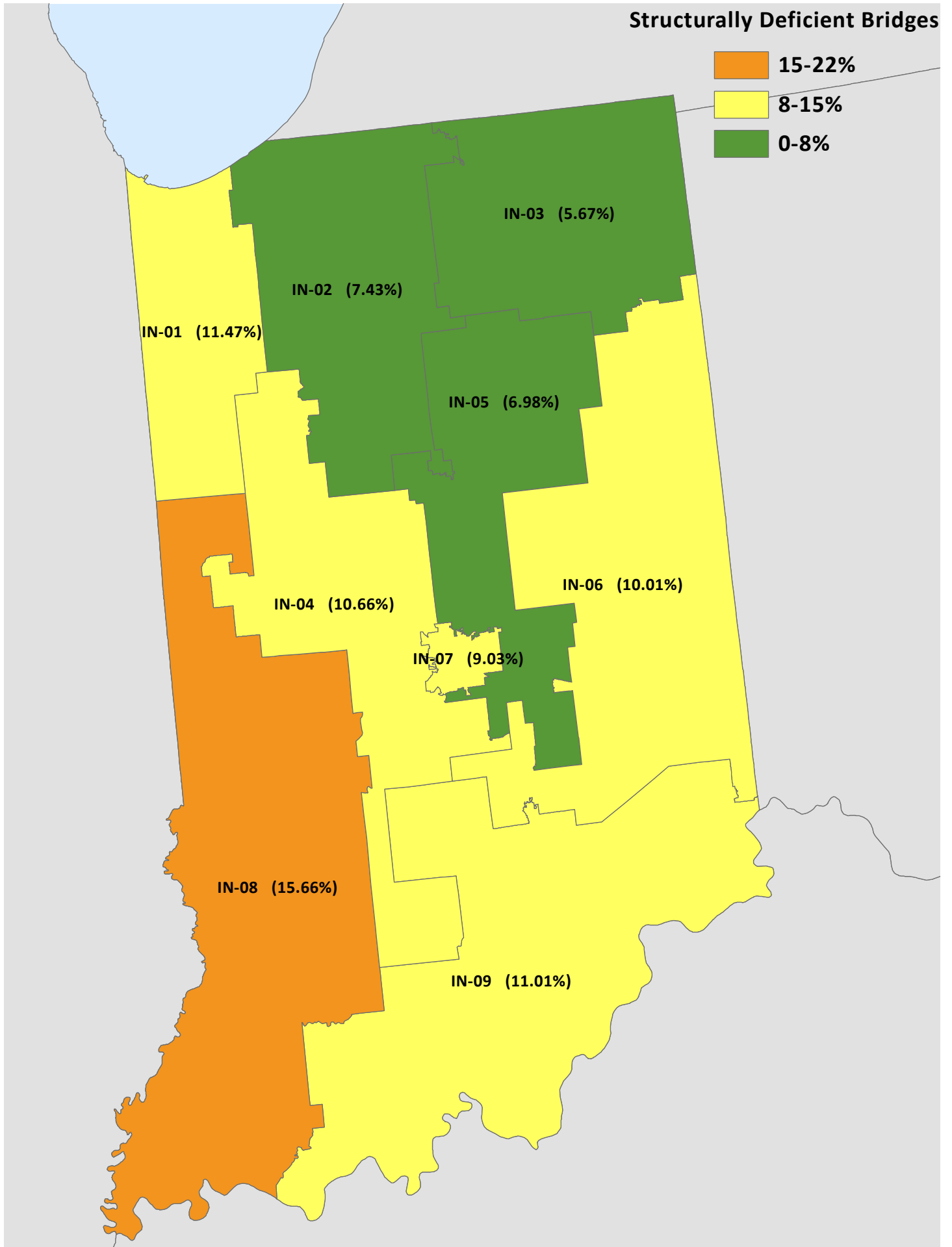
ILLINOIS – Previous Page

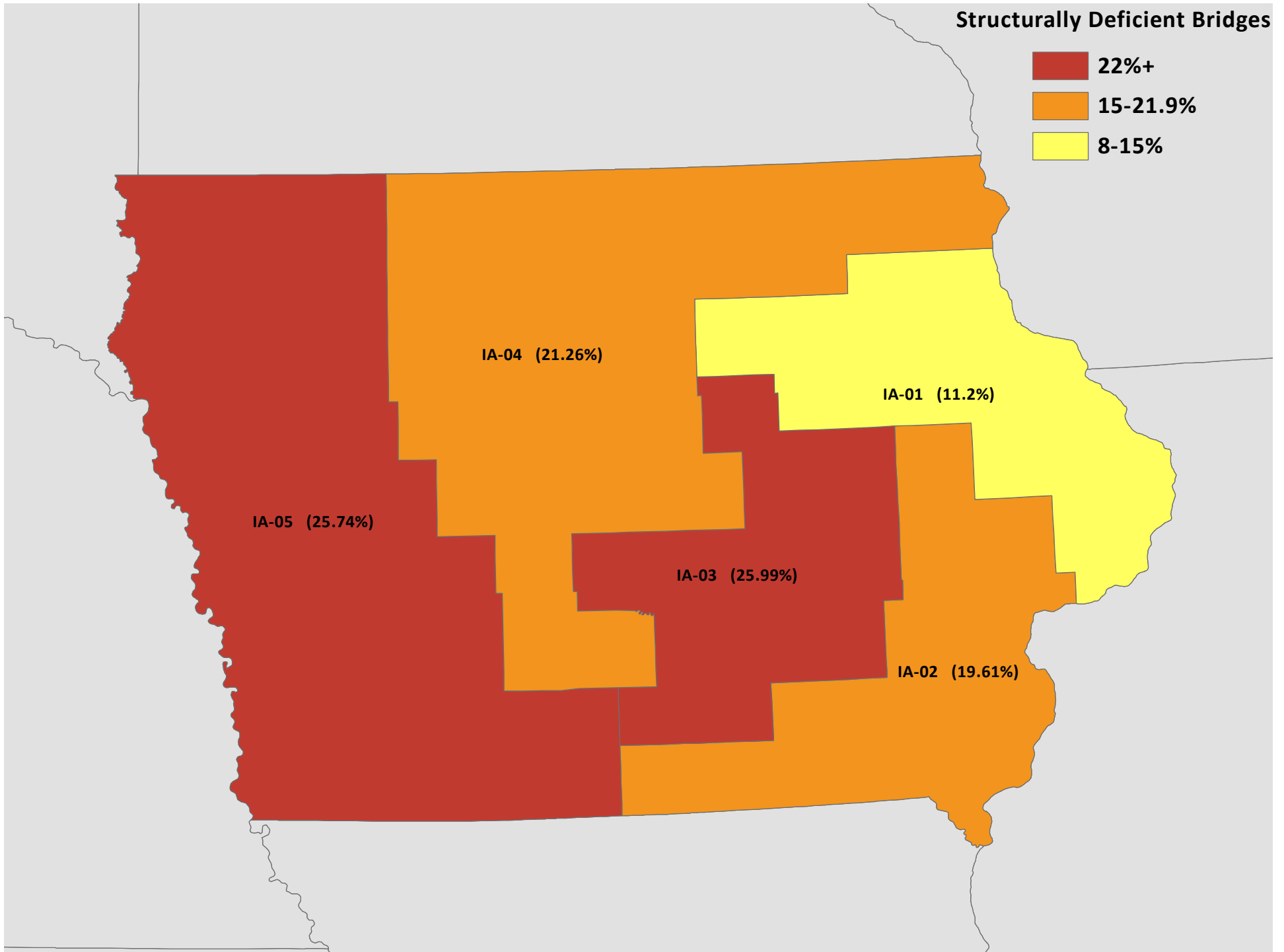
Member	Party	District	Percent Deficient	Percent above/below state average
Danny K. Davis	D	IL-07	14.19%	5.69%
Mike Quigley	D	IL-05	13.33%	4.83%
Robert Dold	R	IL-10	11.38%	2.88%
Bobby L. Rush	D	IL-01	11.24%	2.74%
Bobby Schilling	R	IL-17	11.12%	2.62%
Luis V. Gutierrez	D	IL-04	10.31%	1.81%
John M. Shimkus	R	IL-19	10.23%	1.73%
Joe Walsh	R	IL-08	9.73%	1.23%
Daniel Lipinski*	D	IL-03	9.04%	0.54%
Aaron Schock	R	IL-18	8.91%	0.41%
Jesse L. Jackson Jr.	D	IL-02	8.27%	-0.23%
Adam Kinzinger	R	IL-11	7.48%	-1.02%
Judy Biggert	R	IL-13	7.35%	-1.15%
Donald Manzullo	R	IL-16	7.30%	-1.20%
Timothy V. Johnson*	R	IL-15	7.06%	-1.44%
Janice D. Schakowsky	D	IL-09	6.90%	-1.60%
Randy Hultgren*	R	IL-14	6.50%	-2.00%
Jerry F. Costello*	D	IL-12	6.35%	-2.15%
Peter J. Roskam	R	IL-06	6.30%	-2.20%

INDIANA – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Larry Bucshon*	R	IN-08	15.66%	5.06%
Peter J. Visclosky	D	IN-01	11.47%	0.87%
Todd Young	R	IN-09	11.01%	0.41%
Todd Rokita	R	IN-04	10.66%	0.06%
Mike Pence	R	IN-06	10.01%	-0.59%
Andre Carson	D	IN-07	9.03%	-1.57%
Joe Donnelly	D	IN-02	7.43%	-3.17%
Dan Burton	R	IN-05	6.98%	-3.62%
Marlin Stutzman	R	IN-03	5.67%	-4.93%

Indiana





STATE MAP INFORMATION BY DISTRICT

IOWA – Previous Page

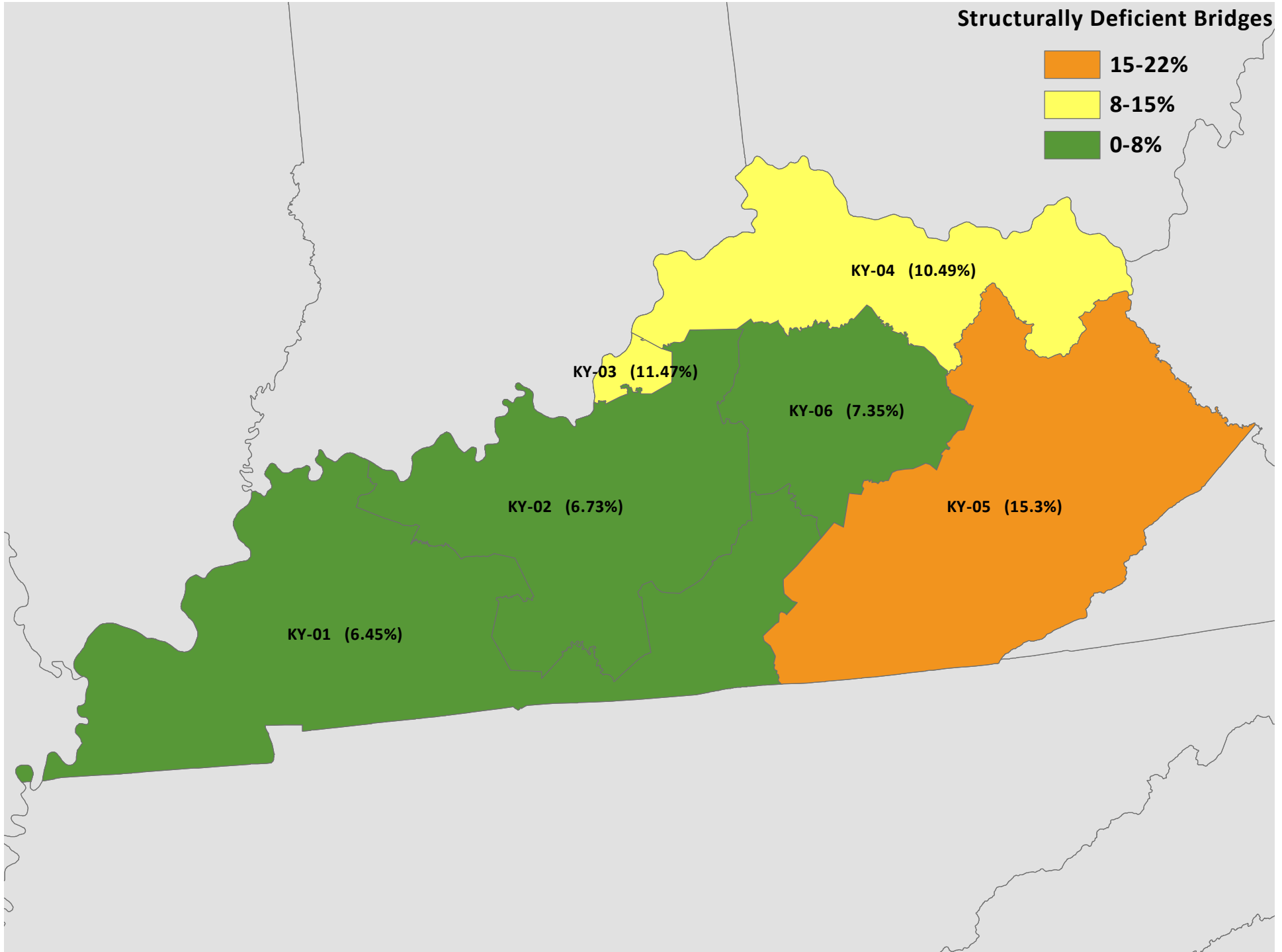
Member	Party	District	Percent Deficient	Percent above/below state average
Leonard L. Boswell*	D	IA-03	25.99%	4.29%
Steve King	R	IA-05	25.74%	4.04%
Tom Latham	R	IA-04	21.26%	-0.44%
David Loebsack	D	IA-02	19.61%	-2.09%
Bruce L. Braley	D	IA-01	11.20%	-10.50%



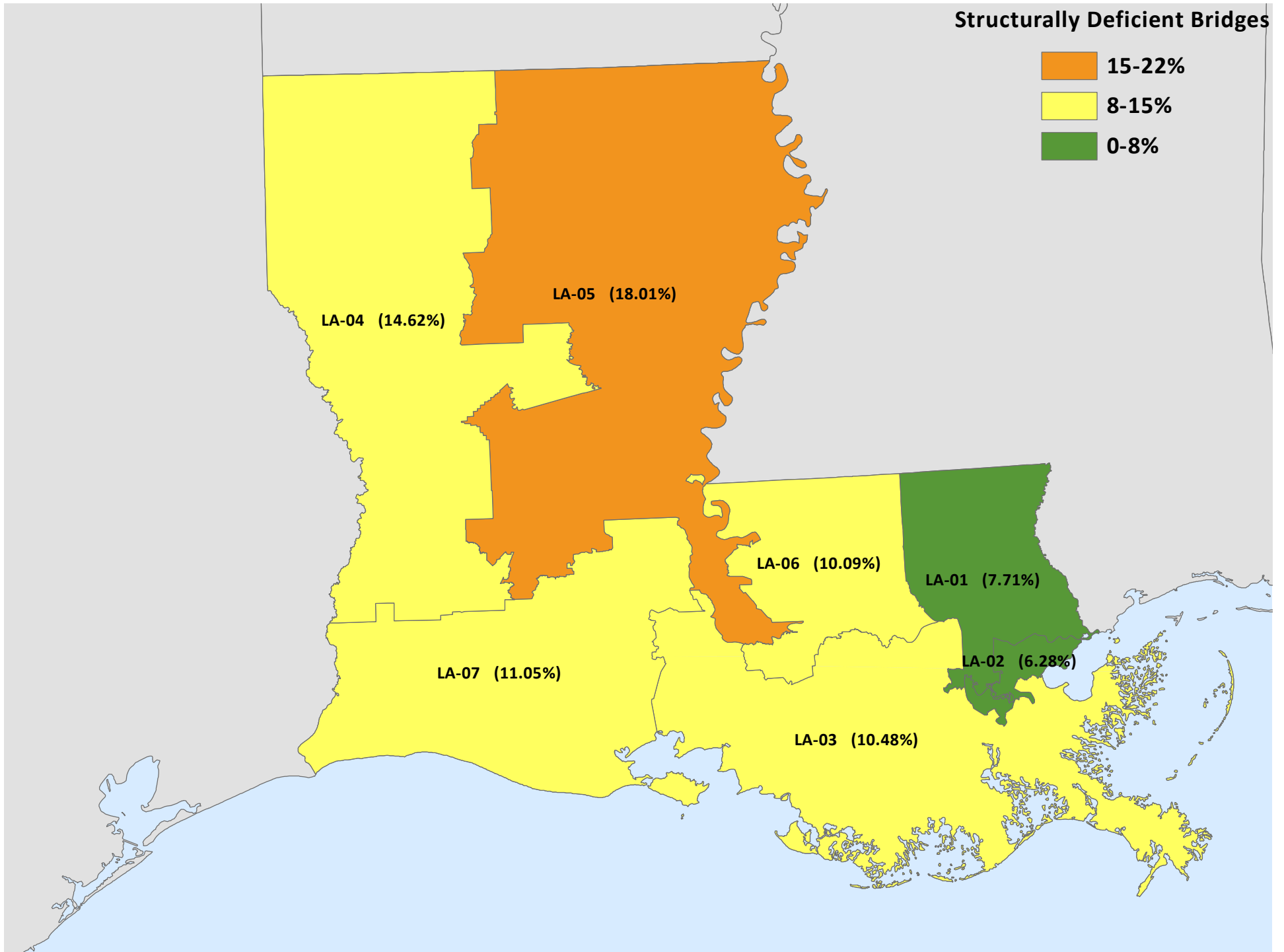
KENTUCKY – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Harold Rogers	R	KY-05	15.30%	5.80%
John A. Yarmuth	D	KY-03	11.47%	1.97%
Geoff Davis	R	KY-04	10.49%	0.99%
A. B. Chandler	D	KY-06	7.35%	-2.15%
Brett Guthrie	R	KY-02	6.73%	-2.77%
Edward Whitfield	R	KY-01	6.45%	-3.05%

Kentucky



Louisiana



STATE MAP INFORMATION BY DISTRICT

LOUISIANA – Previous Page

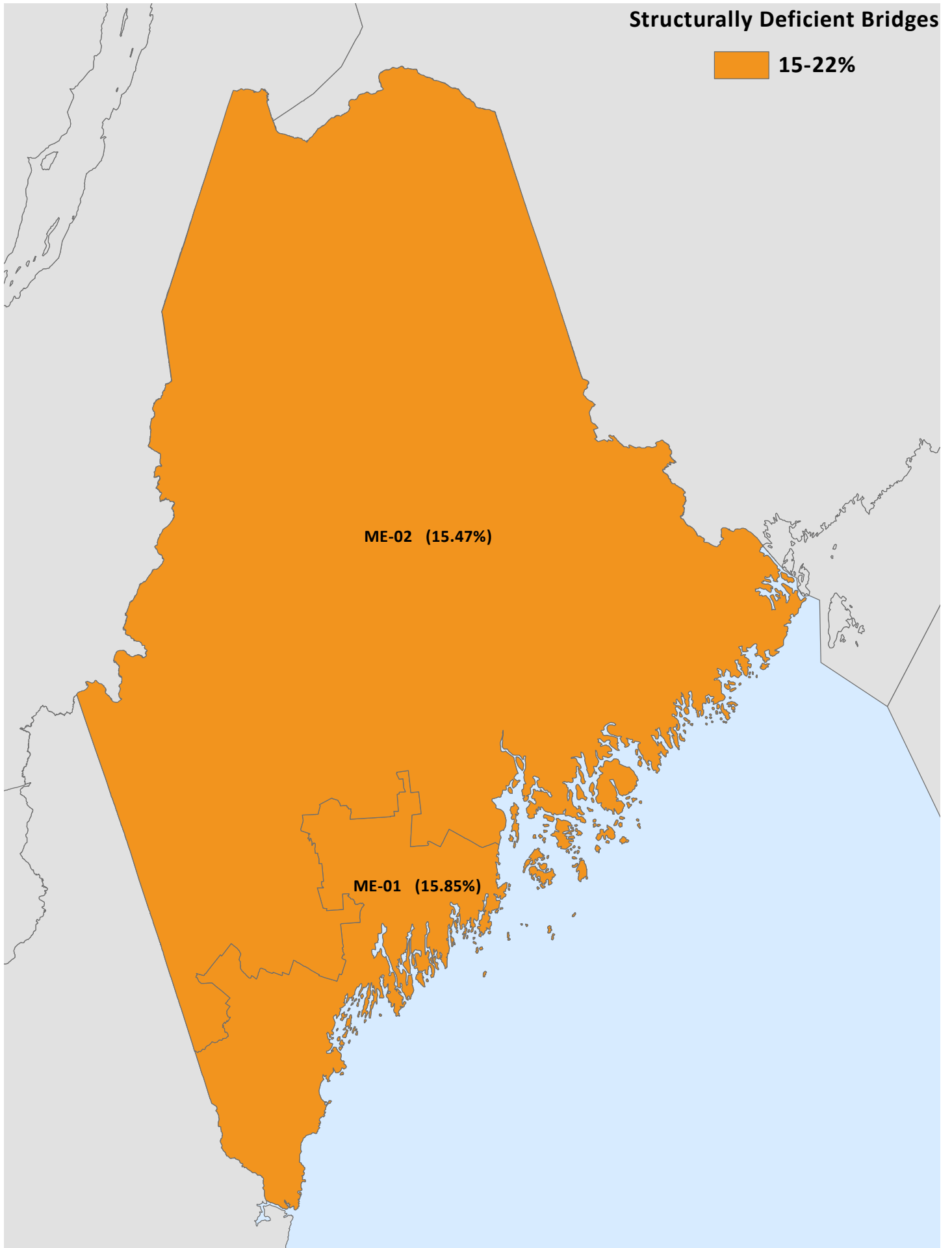
Member	Party	District	Percent Deficient	Percent above/below state average
Rodney Alexander	D	LA-05	18.01%	5.11%
John Fleming	R	LA-04	14.62%	1.72%
Charles W. Boustany Jr.	R	LA-07	11.05%	-1.85%
Jeffrey Landry*	R	LA-03	10.48%	-2.42%
Bill Cassidy	R	LA-06	10.09%	-2.81%
Steve Scalise	R	LA-01	7.71%	-5.19%
Cedric Richmond	D	LA-02	6.28%	-6.62%



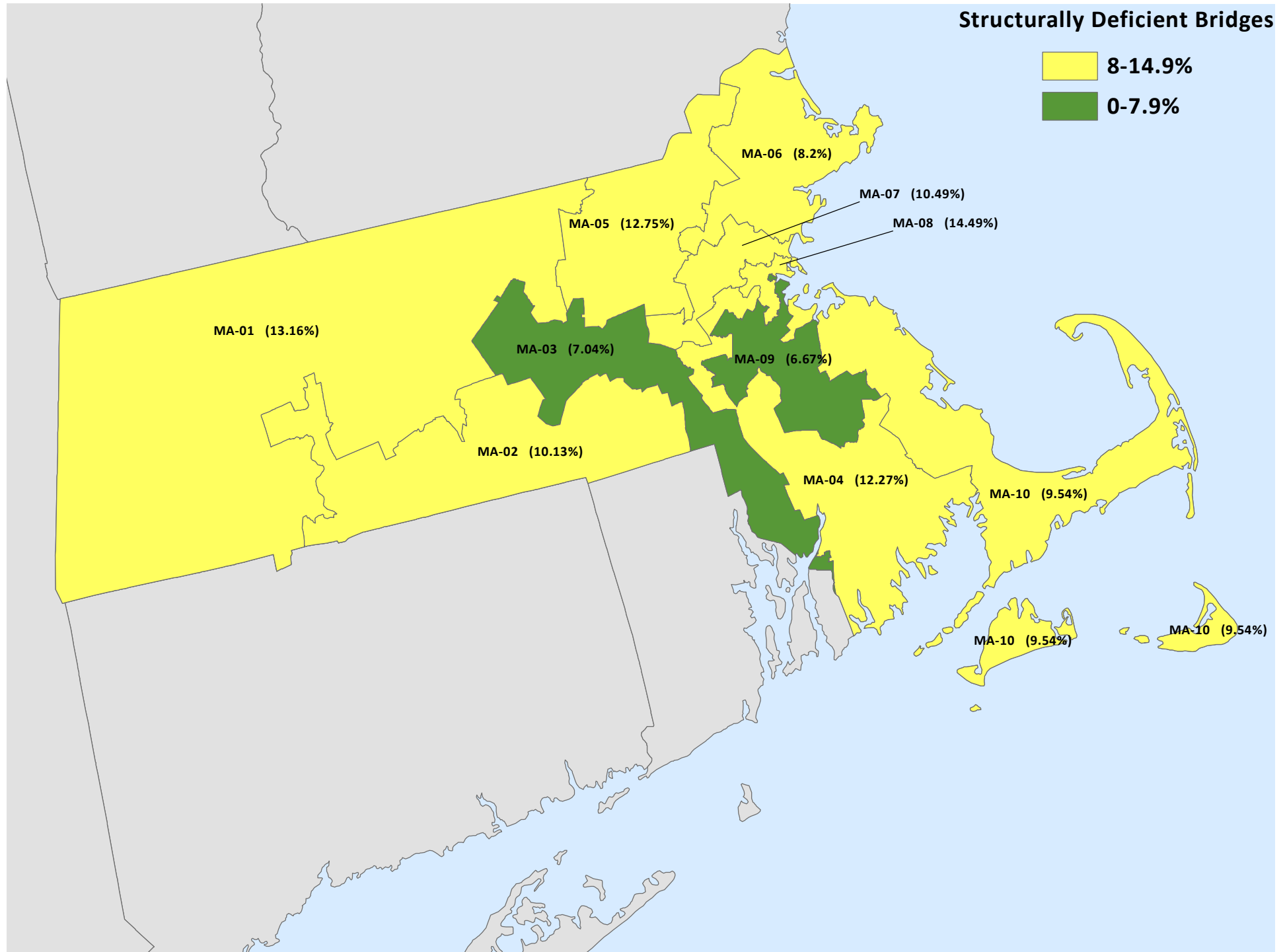
MAINE – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Chellie Pingree	D	ME-01	15.85%	0.45%
Michael H. Michaud*	D	ME-02	15.47%	0.07%

Maine



Massachusetts



STATE MAP INFORMATION BY DISTRICT

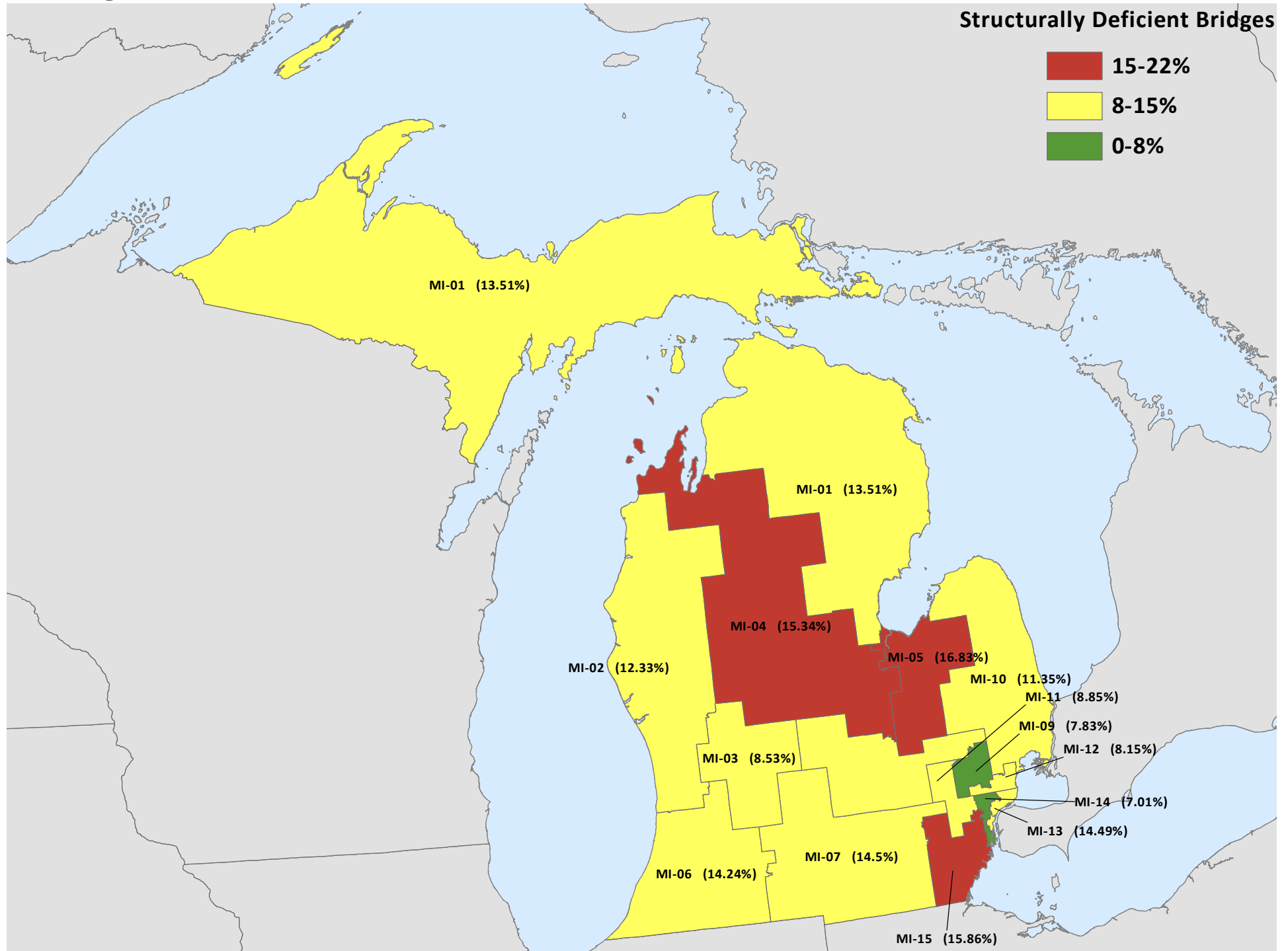
MASSACHUSETTS – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Michael E. Capuano*	D	MA-08	14.49%	3.49%
John W. Olver	D	MA-01	13.16%	2.16%
Nicola S. (Niki) Tsongas	D	MA-05	12.75%	1.75%
Barney Frank	D	MA-04	12.27%	1.27%
Edward J. Markey	D	MA-07	10.49%	-0.51%
Richard E. Neal	D	MA-02	10.13%	-0.87%
William Keating	D	MA-10	9.54%	-1.46%
John Tierney	D	MA-06	8.20%	-2.80%
Jim McGovern	D	MA-03	7.04%	-3.96%
Stephen F. Lynch	D	MA-09	6.67%	-4.33%

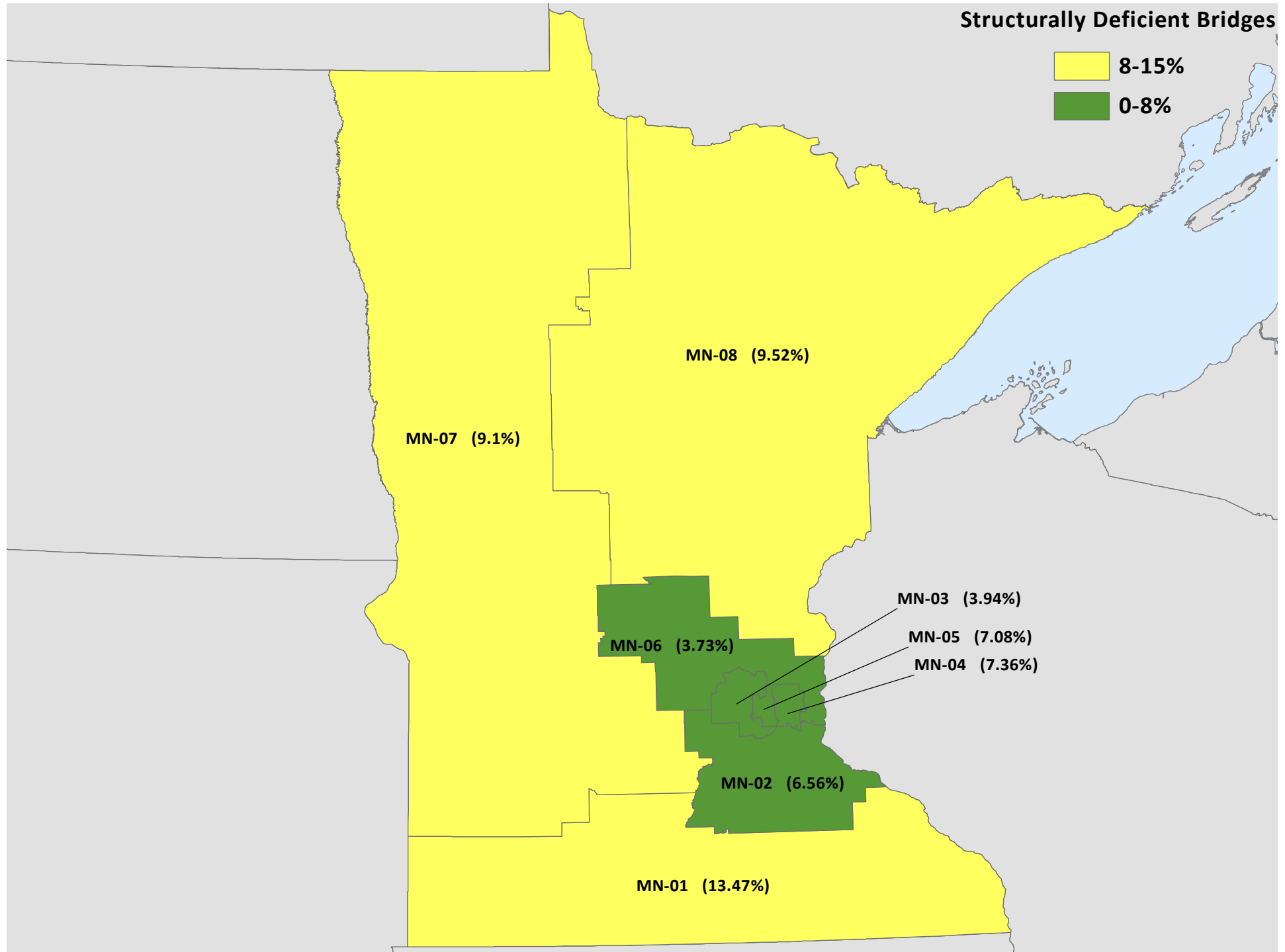
MICHIGAN – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Dale E. Kildee	D	MI-05	16.83%	3.73%
John D. Dingell Jr.	D	MI-15	15.86%	2.76%
Dave Camp	R	MI-04	15.34%	2.24%
Tim Walberg	R	MI-07	14.50%	1.40%
Hansen Clarke	D	MI-13	14.49%	1.39%
Mike Rogers	R	MI-08	14.43%	1.33%
Frederick S. Upton	R	MI-06	14.24%	1.14%
Dan Benishek	R	MI-01	13.51%	0.41%
Bill Huizenga	R	MI-02	12.33%	-0.77%
Candice S. Miller*	R	MI-10	11.35%	-1.75%
Thaddeus G. McCotter	R	MI-11	8.85%	-4.25%
Justin Amash	R	MI-03	8.53%	-4.57%
Sander M. Levin	D	MI-12	8.15%	-4.95%
Gary C. Peters	D	MI-09	7.83%	-5.27%
John Conyers	D	MI-14	7.01%	-6.09%

Michigan



Minnesota



STATE MAP INFORMATION BY DISTRICT

MINNESOTA – Previous Page

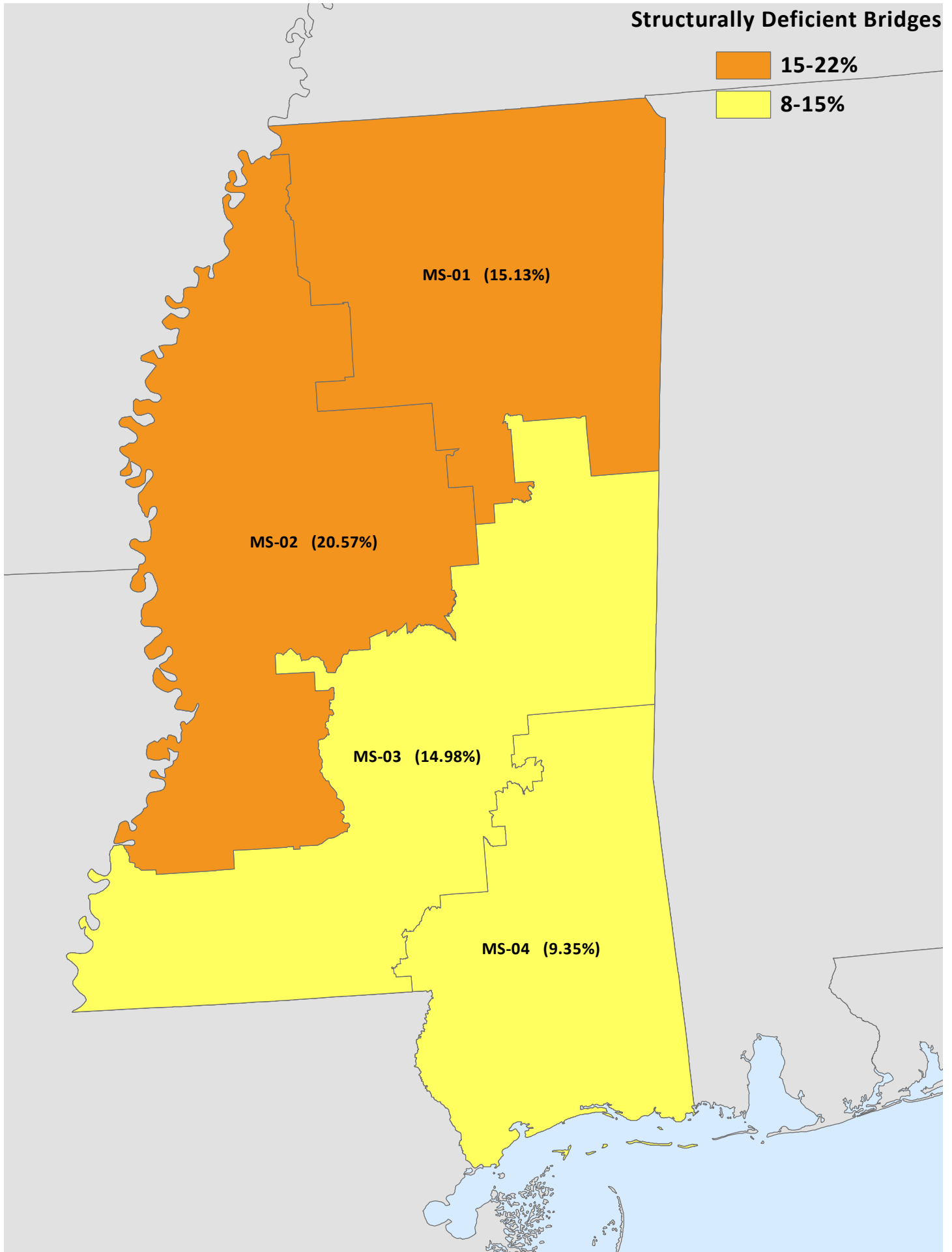
Member	Party	District	Percent Deficient	Percent above/below state average
Timothy J. Walz*	D	MN-01	13.47%	4.67%
Chip Cravaack*	R	MN-08	9.52%	0.72%
Collin C. Peterson	D	MN-07	9.10%	0.30%
Betty McCollum	D	MN-04	7.36%	-1.44%
Keith Ellison	D	MN-05	7.08%	-1.72%
John Kline	R	MN-02	6.56%	-2.24%
Erik Paulsen	R	MN-03	3.94%	-4.86%
Michele Bachmann	R	MN-06	3.73%	-5.07%



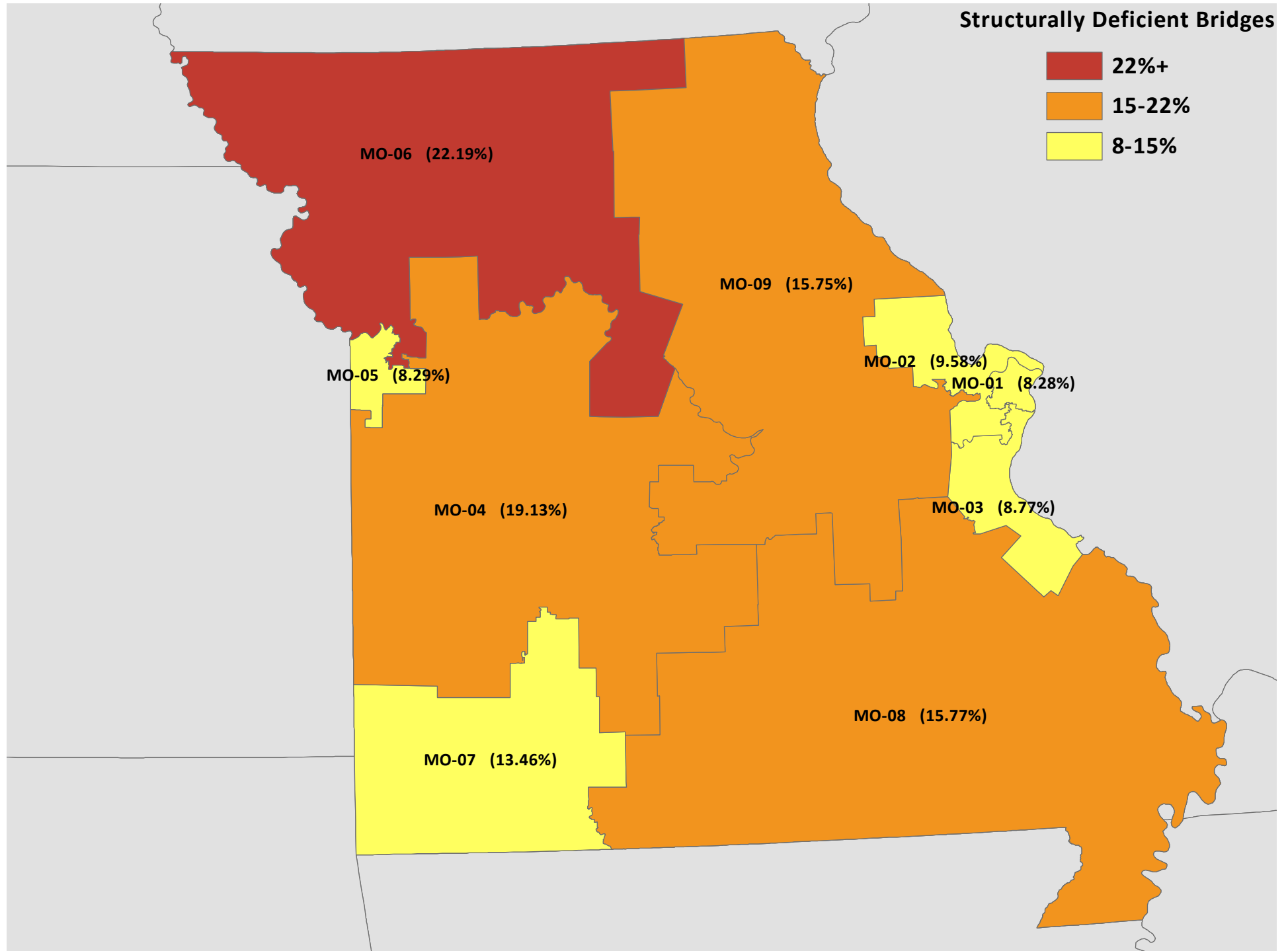
MISSISSIPPI – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Bennie Thompson	D	MS-02	20.57%	5.07%
Alan Nunnelee	R	MS-01	15.13%	-0.37%
Gregg Harper	R	MS-03	14.98%	-0.52%
Steven Palazzo	R	MS-04	9.35%	-6.15%

Mississippi



Missouri



STATE MAP INFORMATION BY DISTRICT

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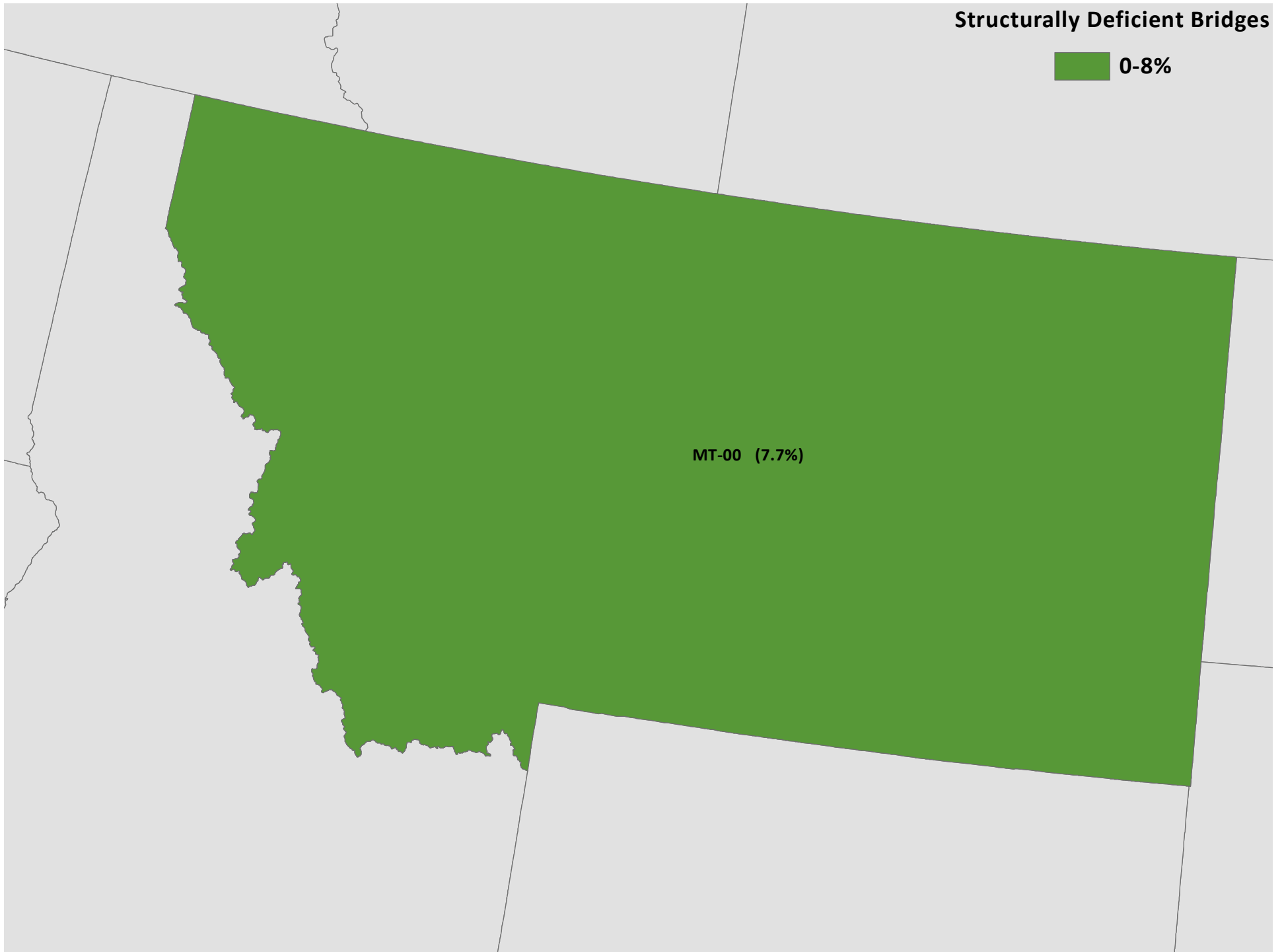
Member	Party	District	Percent Deficient	Percent above/below state average
Samuel Graves*	R	MO-06	22.19%	5.19%
Vicky Hartzler	R	MO-04	19.13%	2.13%
Jo Ann Emerson	R	MO-08	15.77%	-1.23%
Blaine Luetkemeyer	R	MO-09	15.75%	-1.25%
Billy Long*	R	MO-07	13.46%	-3.54%
W. Todd Akin	R	MO-02	9.58%	-7.42%
Russ Carnahan*	D	MO-03	8.77%	-8.23%
Emanuel Cleaver	D	MO-05	8.29%	-8.71%
William Lacy Clay	D	MO-01	8.28%	-8.72%



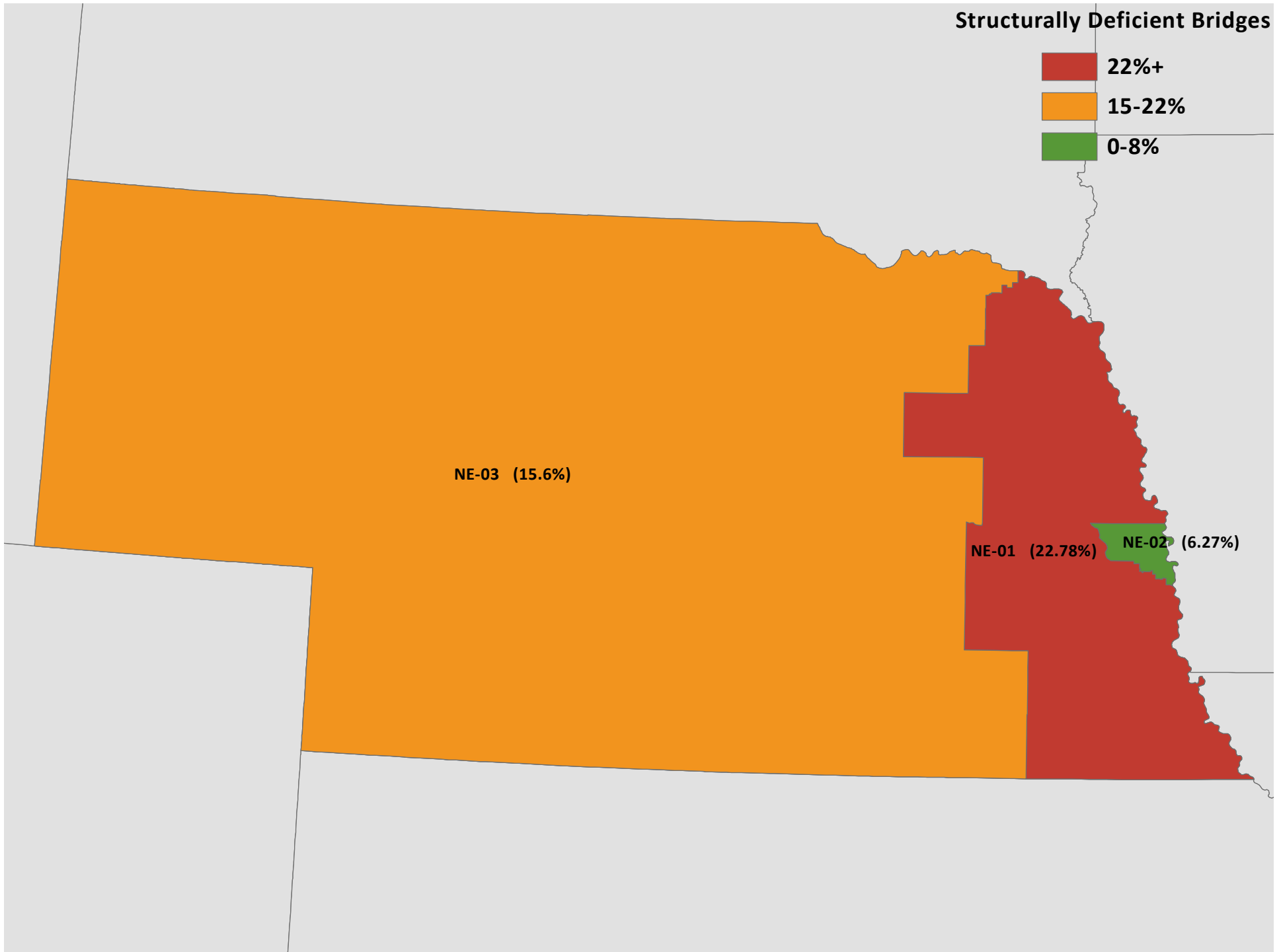
MONTANA – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Dennis Rehberg	R	MT-AL	7.70%	N/A

Montana



Nebraska



STATE MAP INFORMATION BY DISTRICT

NEBRASKA – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Jeff Fortenberry	R	NE-01	22.78%	4.58%
Adrian Smith	R	NE-03	15.60%	-2.60%
Lee Terry	R	NE-02	6.27%	-11.93%



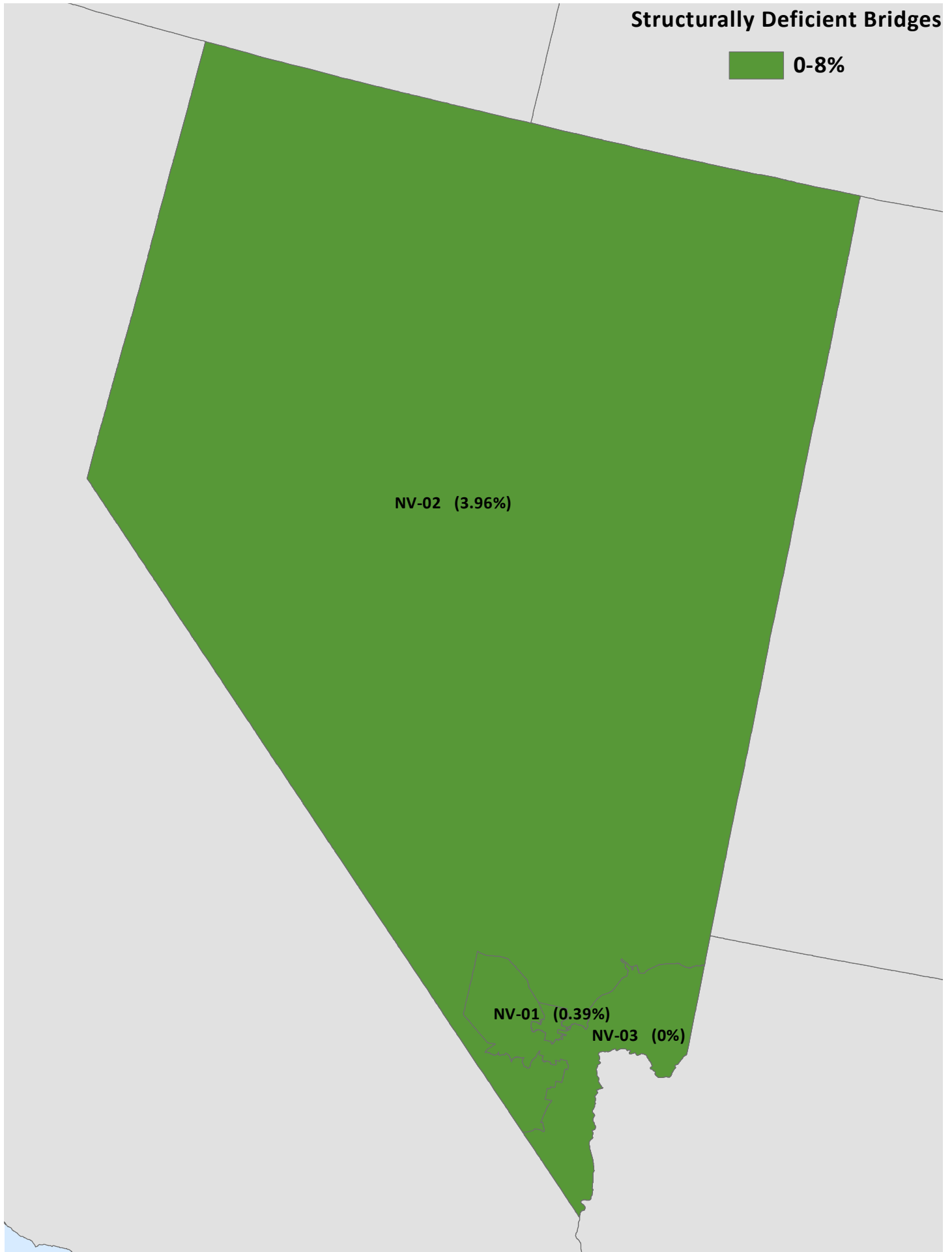
NEVADA – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Vacant		NV-02	3.96%	1.76%
Shelley Berkley	D	NV-01	0.39%	-1.81%
Joe Heck	R	NV-03	0.00%	-2.20%

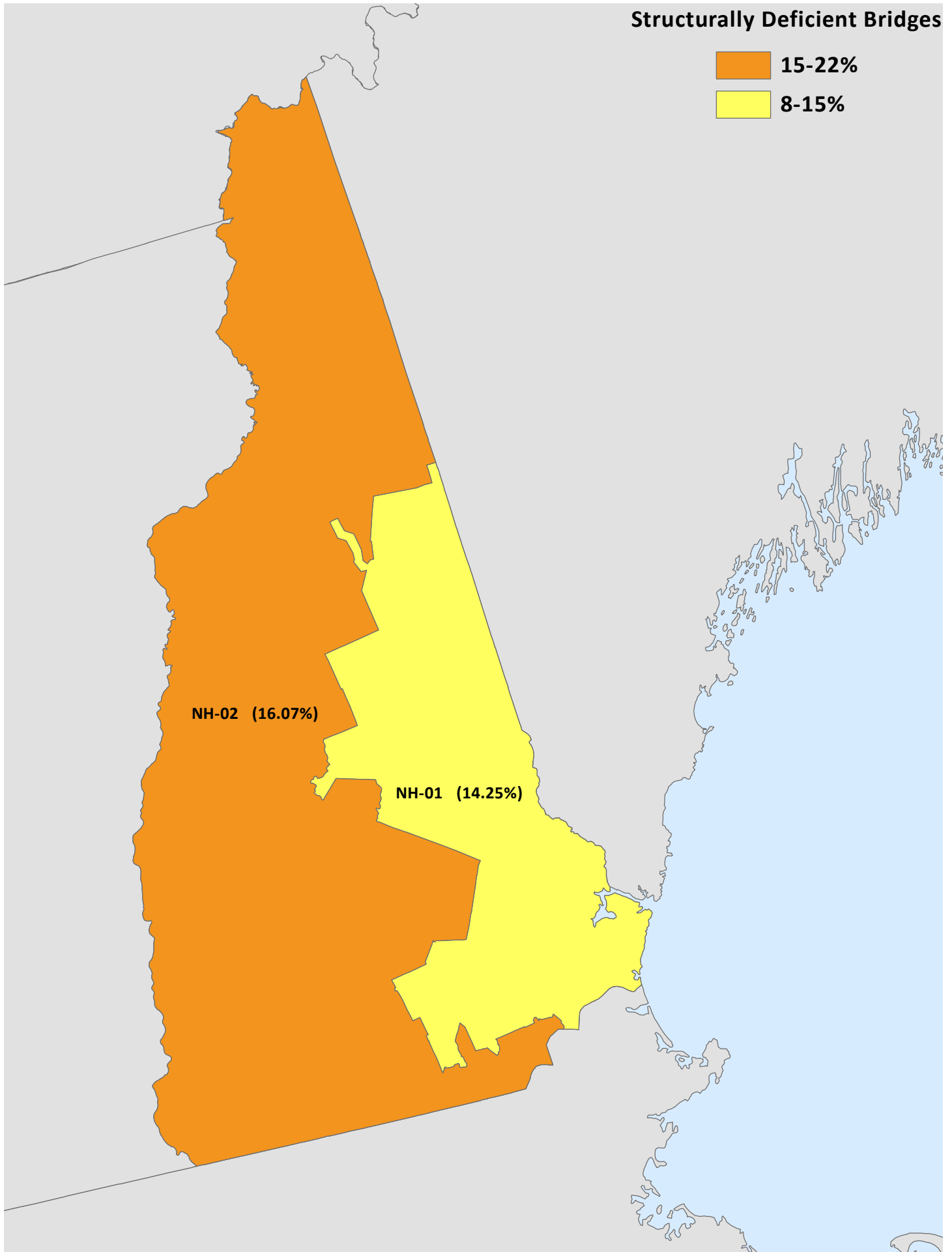
Nevada

Structurally Deficient Bridges

0-8%



New Hampshire



STATE MAP INFORMATION BY DISTRICT

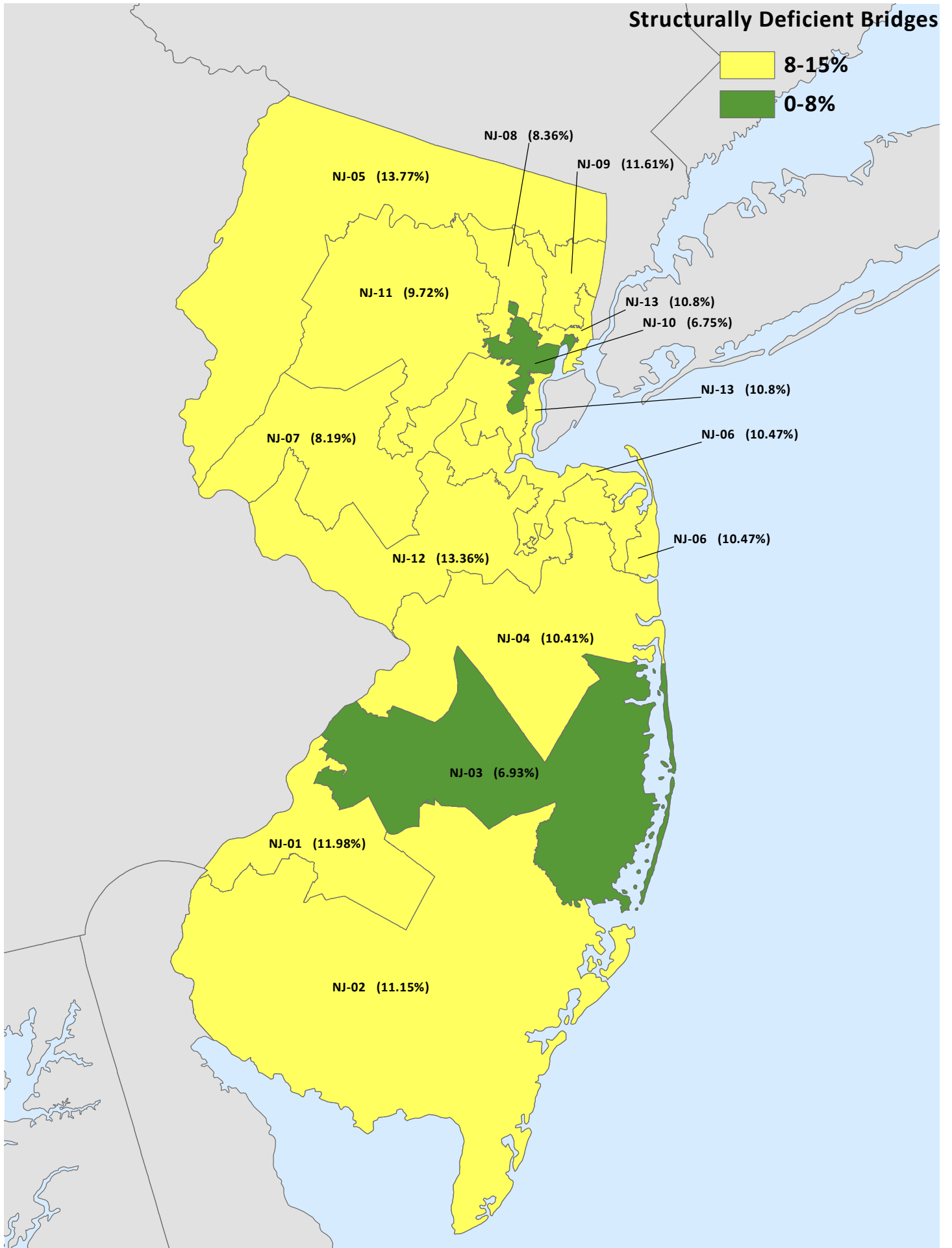
NEW HAMPSHIRE – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Charles F. Bass	R	NH-02	16.07%	0.67%
Frank Guinta*	R	NH-01	14.25%	-1.15%

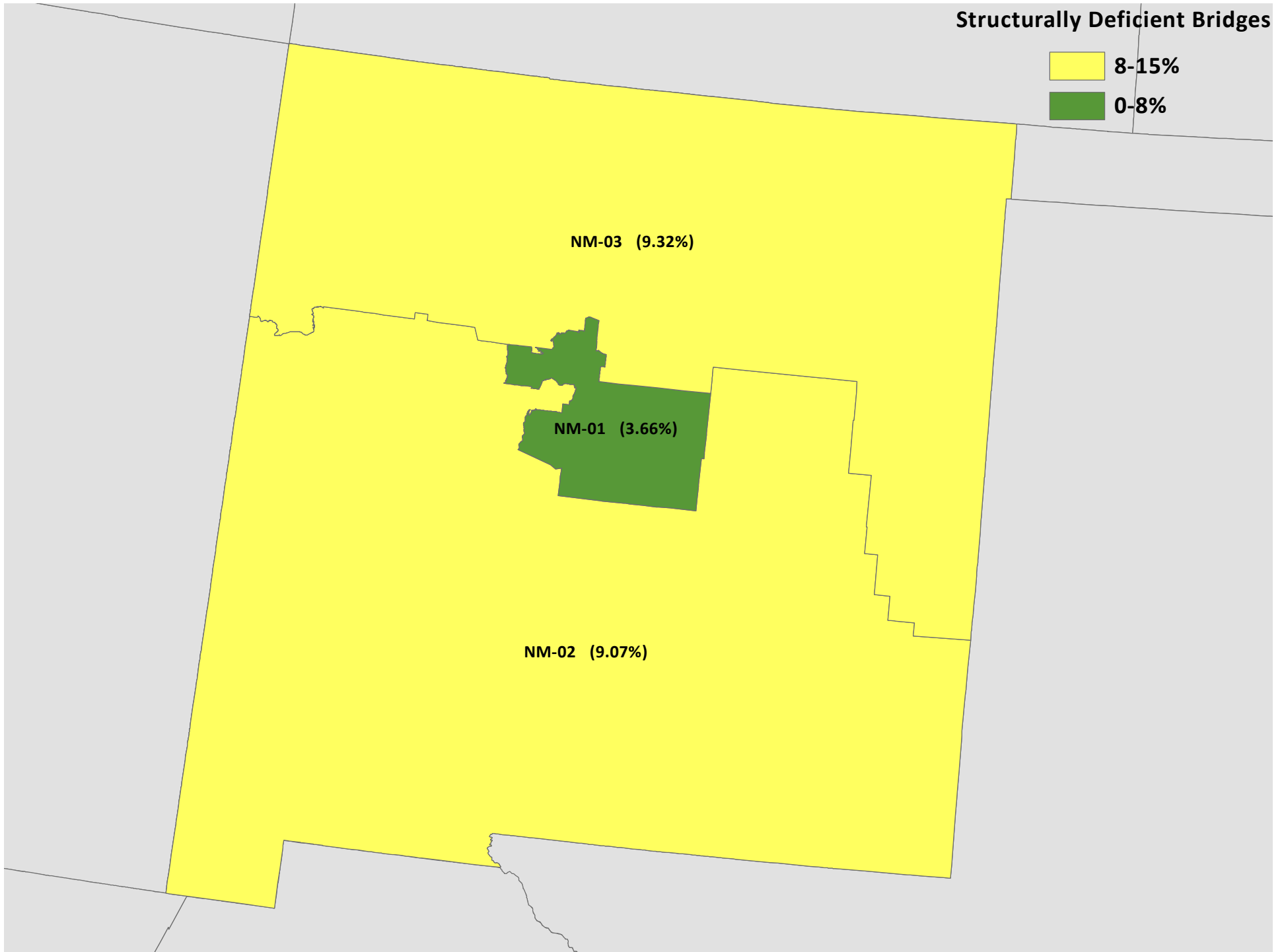
NEW JERSEY – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Scott Garrett	R	NJ-05	13.77%	3.47%
Rush D. Holt	D	NJ-12	13.36%	3.06%
Robert E. Andrews	D	NJ-01	11.98%	1.68%
Steven R. Rothman	D	NJ-09	11.61%	1.31%
Frank A. Lobiondo*	R	NJ-02	11.15%	0.85%
Albio Sires*	D	NJ-13	10.80%	0.50%
Frank Pallone	D	NJ-06	10.47%	0.17%
Christopher H. Smith	R	NJ-04	10.41%	0.11%
Rodney P. Frelinghuysen	R	NJ-11	9.72%	-0.58%
William J. Pascrell Jr.	D	NJ-08	8.36%	-1.94%
Leonard Lance	R	NJ-07	8.19%	-2.11%
Jon Runyan	R	NJ-03	6.93%	-3.37%
Donald M. Payne	D	NJ-10	6.75%	-3.55%

New Jersey



New Mexico



STATE MAP INFORMATION BY DISTRICT

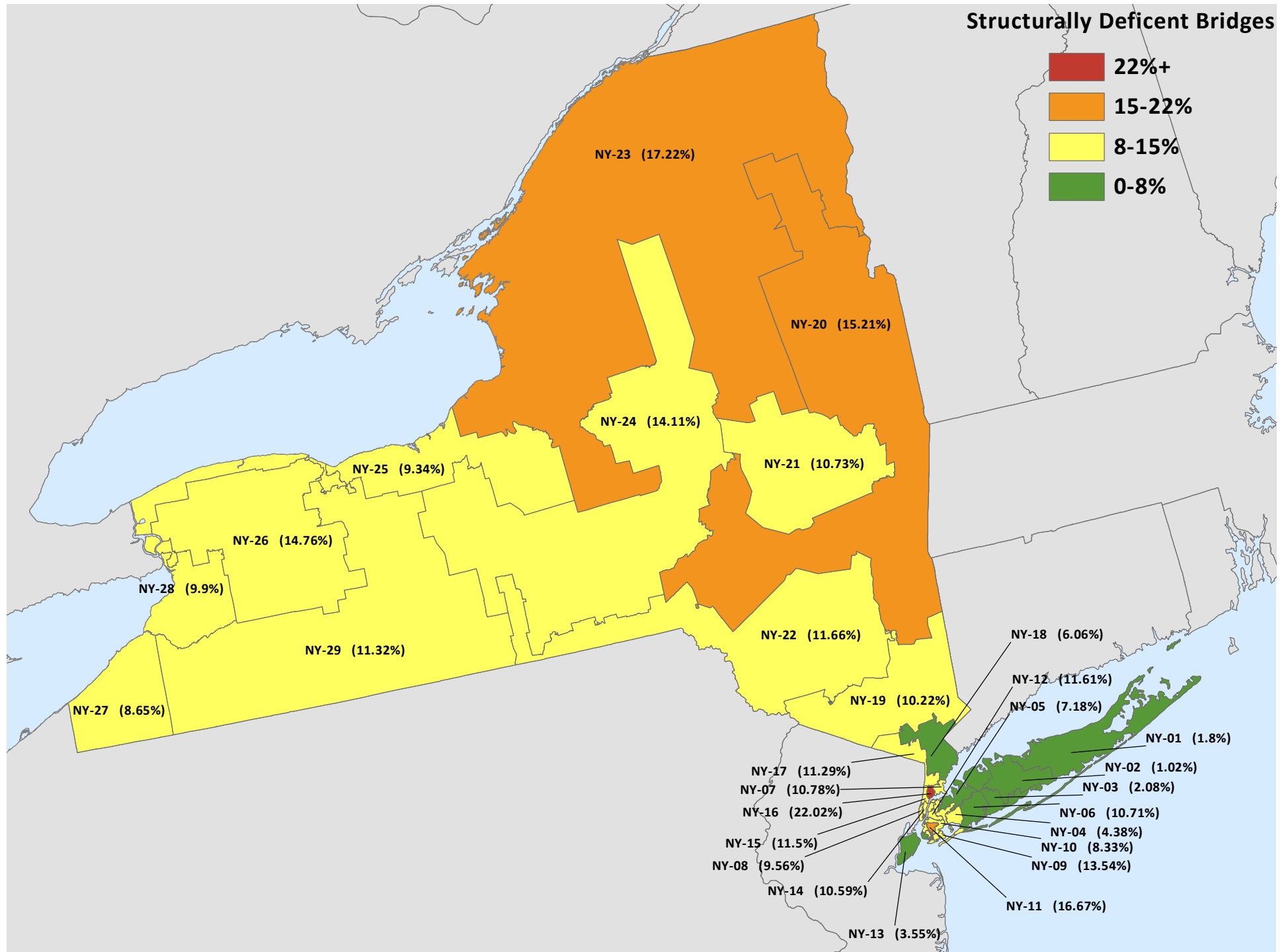
NEW MEXICO – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Ben Ray Luján	D	NM-03	9.32%	0.82%
Stevan Pearce	R	NM-02	9.07%	0.57%
Martin Heinrich	D	NM-01	3.66%	-4.84%

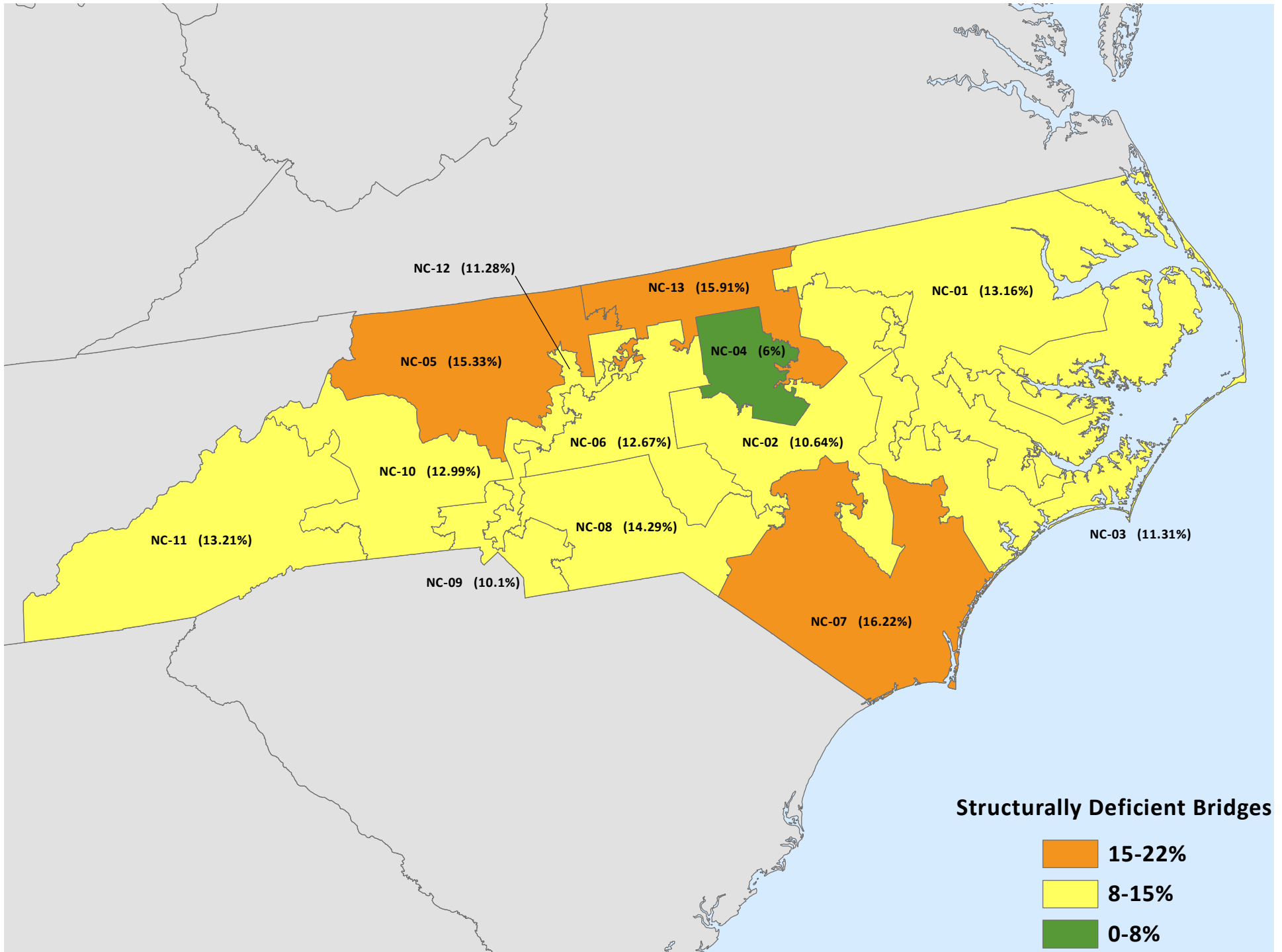
NEW YORK – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Jose E. Serrano	D	NY-16	22.02%	10.02%
Bill Owens	D	NY-23	17.22%	5.22%
Yvette D. Clarke	D	NY-11	16.67%	4.67%
Chris Gibson	R	NY-20	15.21%	3.21%
Kathy Hochul	D	NY-26	14.76%	2.76%
Richard Hanna*	R	NY-24	14.11%	2.11%
Bob Turner	R	NY-09	13.54%	1.54%
Maurice D. Hinchey	D	NY-22	11.66%	-0.34%
Nydia M. Velazquez	D	NY-12	11.61%	-0.39%
Charles B. Rangel	D	NY-15	11.50%	-0.50%
Thomas W. Reed II	R	NY-29	11.32%	-0.68%
Eliot L. Engel	D	NY-17	11.29%	-0.71%
Joseph Crowley	D	NY-07	10.78%	-1.22%
Paul Tonko	D	NY-21	10.73%	-1.27%
Gregory W. Meeks	D	NY-06	10.71%	-1.29%
Carolyn B. Maloney	D	NY-14	10.59%	-1.41%
Nan Hayworth	R	NY-19	10.22%	-1.78%
Louise M. Slaughter	D	NY-28	9.90%	-2.10%
Jerrold Nadler*	D	NY-08	9.56%	-2.44%
Ann Marie Buerkle	R	NY-25	9.34%	-2.66%
Brian Higgins	D	NY-27	8.65%	-3.35%
Edolphus Towns	D	NY-10	8.33%	-3.67%
Gary L. Ackerman	D	NY-05	7.18%	-4.82%
Nita M. Lowey	D	NY-18	6.06%	-5.94%
Carolyn McCarthy	D	NY-04	4.38%	-7.62%
Michael Grimm	R	NY-13	3.55%	-8.45%
Peter T. King	R	NY-03	2.08%	-9.92%
Timothy Bishop*	D	NY-01	1.80%	-10.20%
Steve Israel	D	NY-02	1.02%	-10.98%

New York



North Carolina



STATE MAP INFORMATION BY DISTRICT

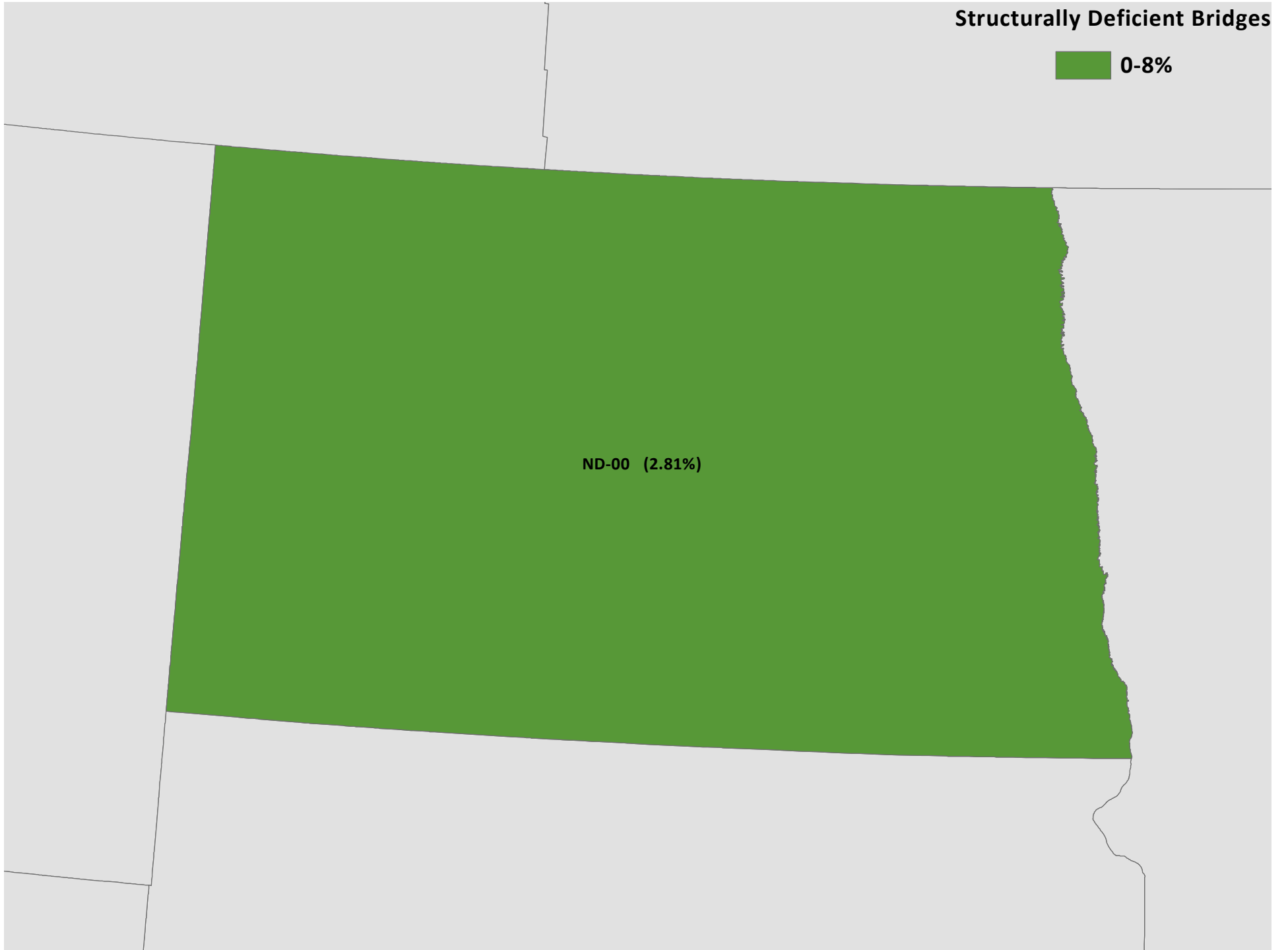
NORTH CAROLINA – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Mike McIntyre	D	NC-07	16.22%	3.22%
Brad Miller	D	NC-13	15.91%	2.91%
Virginia Foxx	R	NC-05	15.33%	2.33%
Larry Kissell	D	NC-08	14.29%	1.29%
Heath Shuler*	D	NC-11	13.21%	0.21%
George Kenneth Butterfield	D	NC-01	13.16%	0.16%
Patrick T. McHenry	R	NC-10	12.99%	-0.01%
Howard Coble*	R	NC-06	12.67%	-0.33%
Walter B. Jones Jr.	R	NC-03	11.31%	-1.69%
Melvin Watt	D	NC-12	11.28%	-1.72%
Renee Ellmers	R	NC-02	10.64%	-2.36%
Sue Myrick	R	NC-09	10.10%	-2.90%
David E. Price	D	NC-04	6.00%	-7.00%

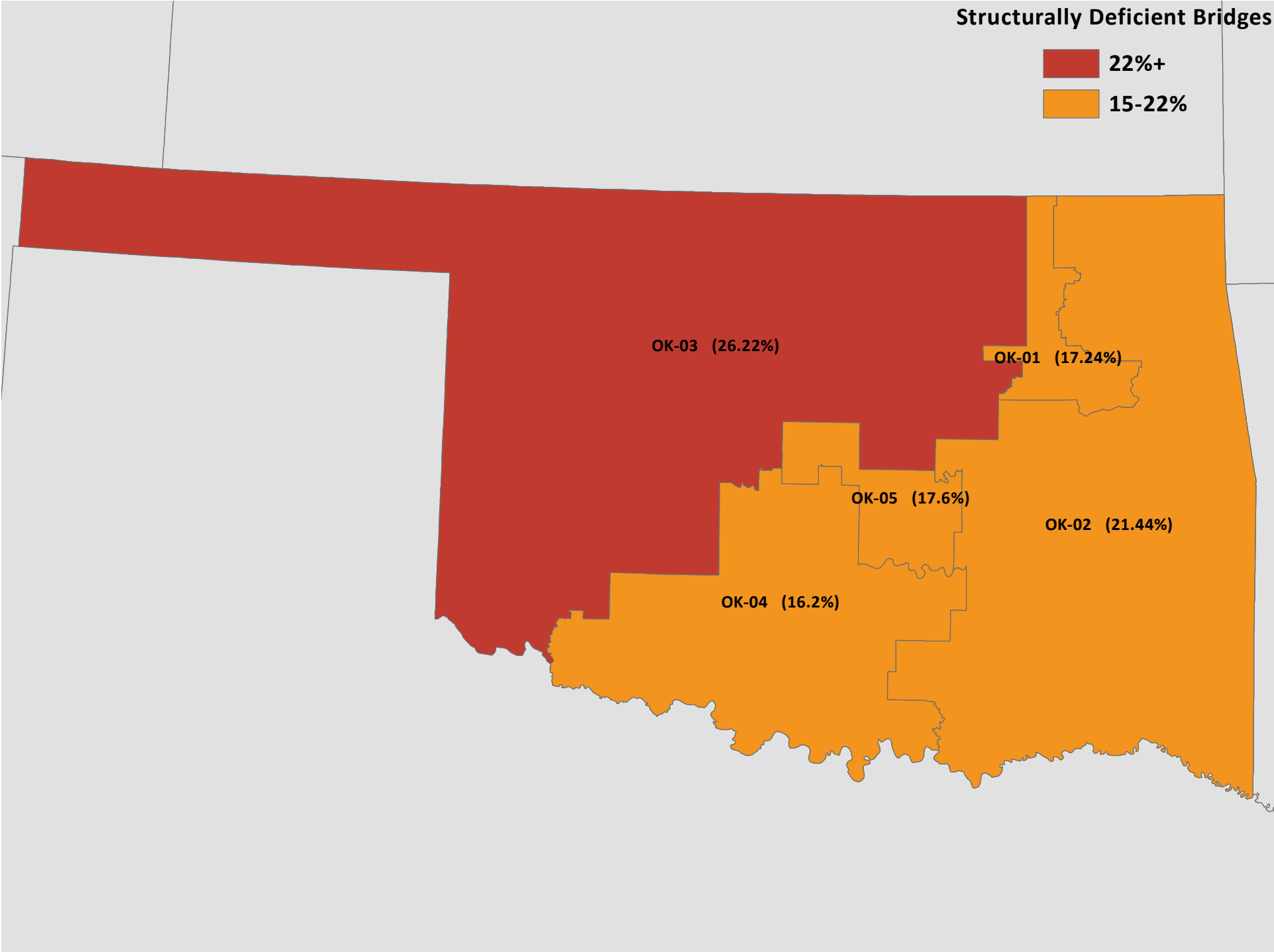
NORTH DAKOTA – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Rick Berg	R	ND-AL	2.81%	N/A

North Dakota



Oklahoma



STATE MAP INFORMATION BY DISTRICT

OKLAHOMA – Previous Page

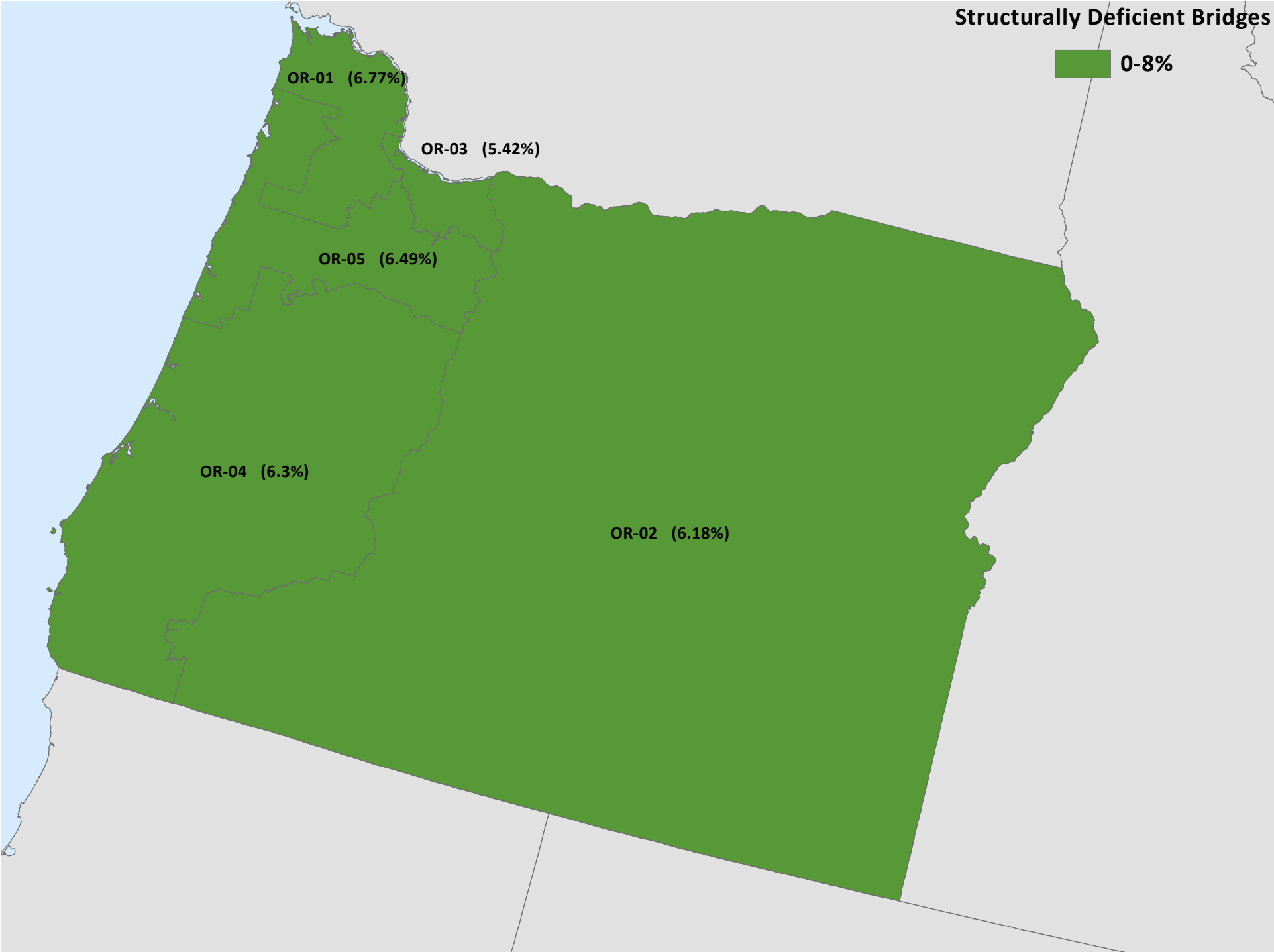
Member	Party	District	Percent Deficient	Percent above/below state average
Frank D. Lucas	R	OK-03	26.22%	4.22%
Dan Boren	D	OK-02	21.44%	-0.56%
James Lankford*	R	OK-05	17.60%	-4.40%
John Sullivan	R	OK-01	17.24%	-4.76%
Tom Cole	R	OK-04	16.20%	-5.80%



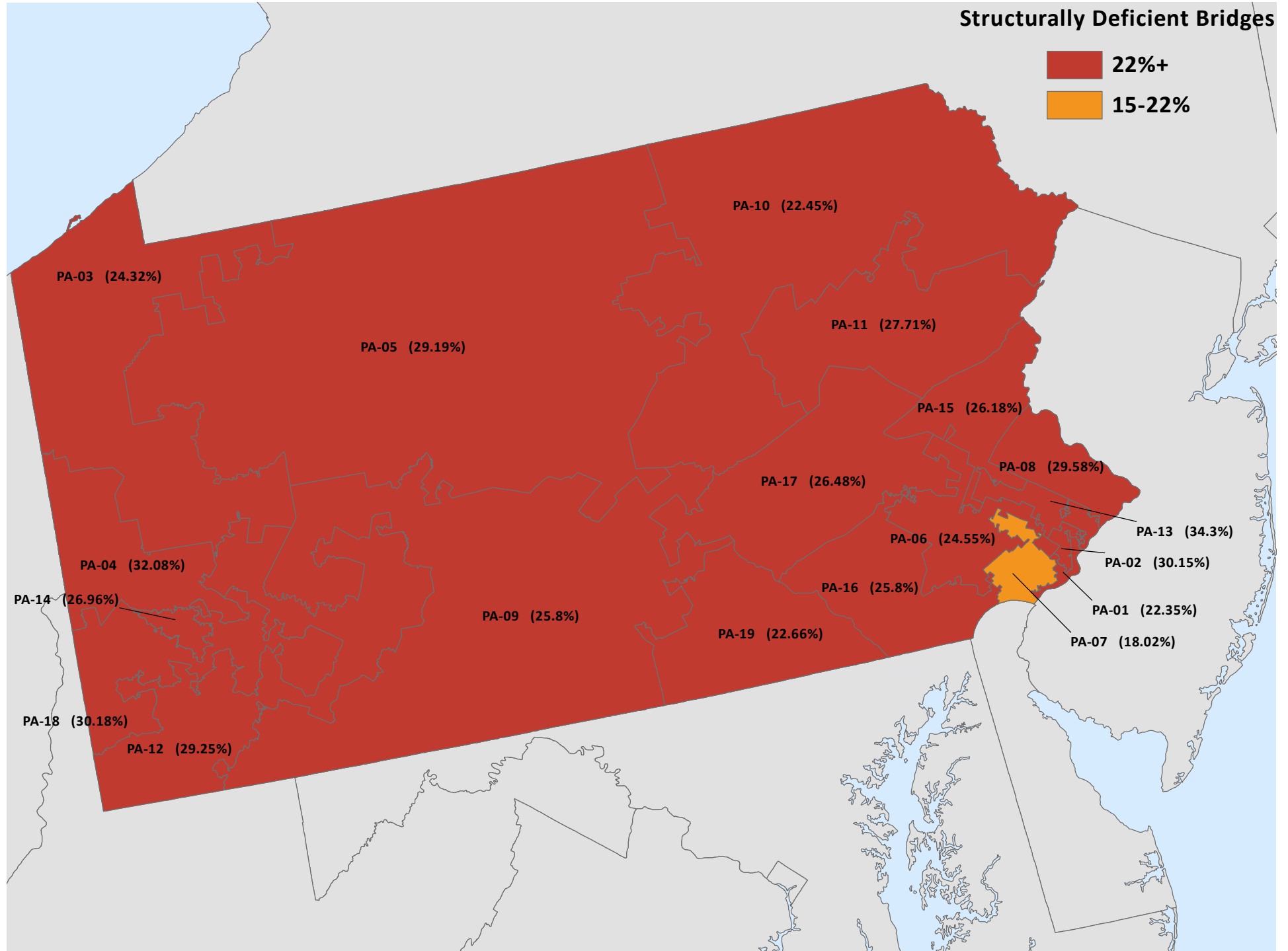
OREGON – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Vacant		OR-01	6.77%	0.47%
Kurt Schrader	D	OR-05	6.49%	0.19%
Peter A. DeFazio*	D	OR-04	6.30%	0.00%
Greg Walden	R	OR-02	6.18%	-0.12%
Earl Blumenauer	D	OR-03	5.42%	-0.88%

Oregon



Pennsylvania



STATE MAP INFORMATION BY DISTRICT

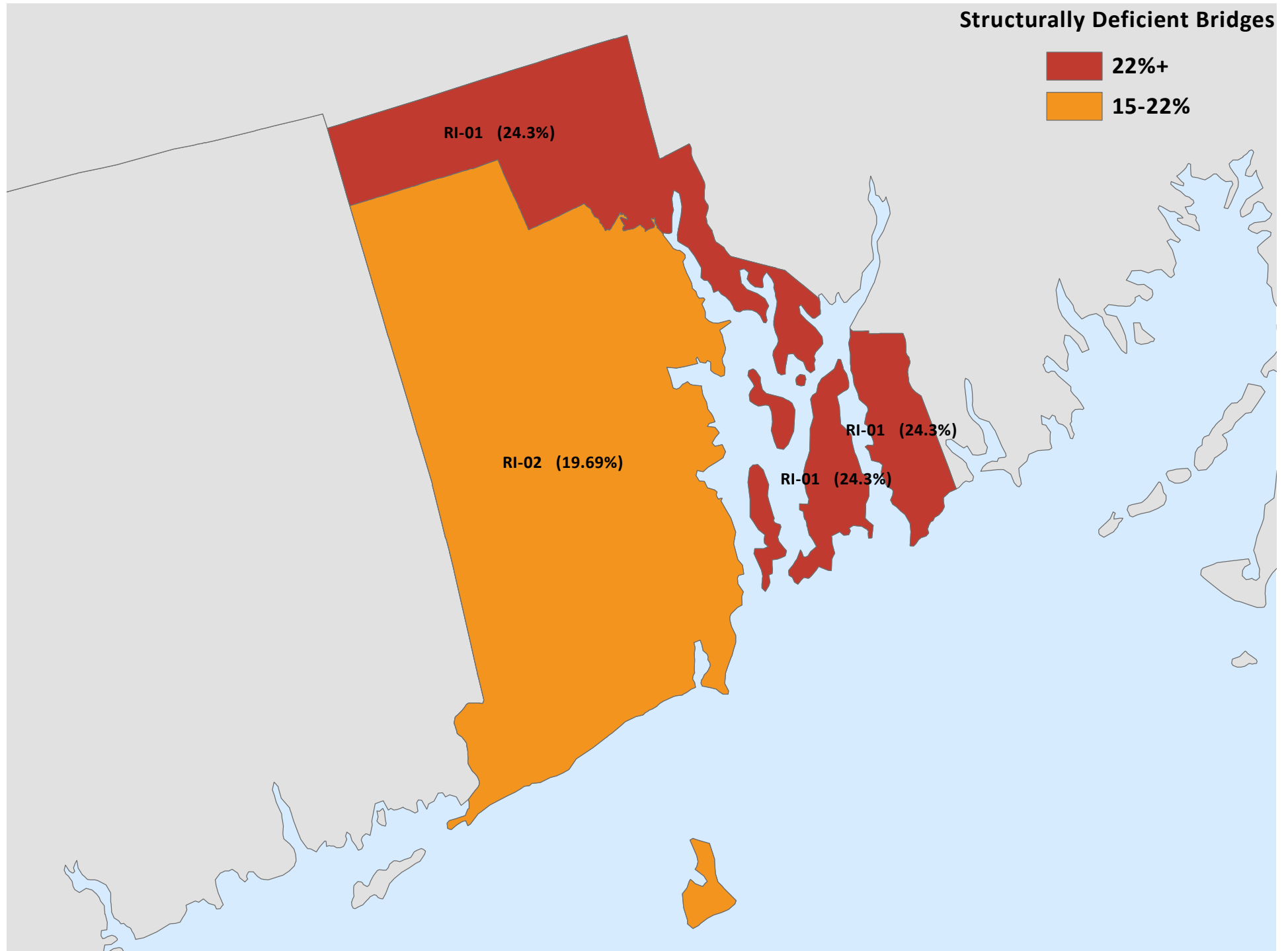
PENNSYLVANIA – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Allyson Y. Schwartz	D	PA-13	34.30%	7.80%
Jason Altmire*	D	PA-04	32.08%	5.58%
Tim Murphy	R	PA-18	30.18%	3.68%
Chaka Fattah	D	PA-02	30.15%	3.65%
Michael G. Fitzpatrick	R	PA-08	29.58%	3.08%
Mark S. Critz	D	PA-12	29.25%	2.75%
Glenn Thompson	R	PA-05	29.19%	2.69%
Lou Barletta*	R	PA-11	27.71%	1.21%
Michael F. Doyle	D	PA-14	26.96%	0.46%
Tim Holden*	D	PA-17	26.48%	-0.02%
Charles W. Dent	R	PA-15	26.18%	-0.32%
Bill Shuster*	R	PA-09	25.80%	-0.70%
Joseph R. Pitts	R	PA-16	25.80%	-0.70%
Jim Gerlach	R	PA-06	24.55%	-1.95%
Mike Kelly	R	PA-03	24.32%	-2.18%
Todd Russell Platts	R	PA-19	22.66%	-3.84%
Tom Marino	R	PA-10	22.45%	-4.05%
Robert A. Brady	D	PA-01	22.35%	-4.15%
Pat Meehan*	R	PA-07	18.02%	-8.48%

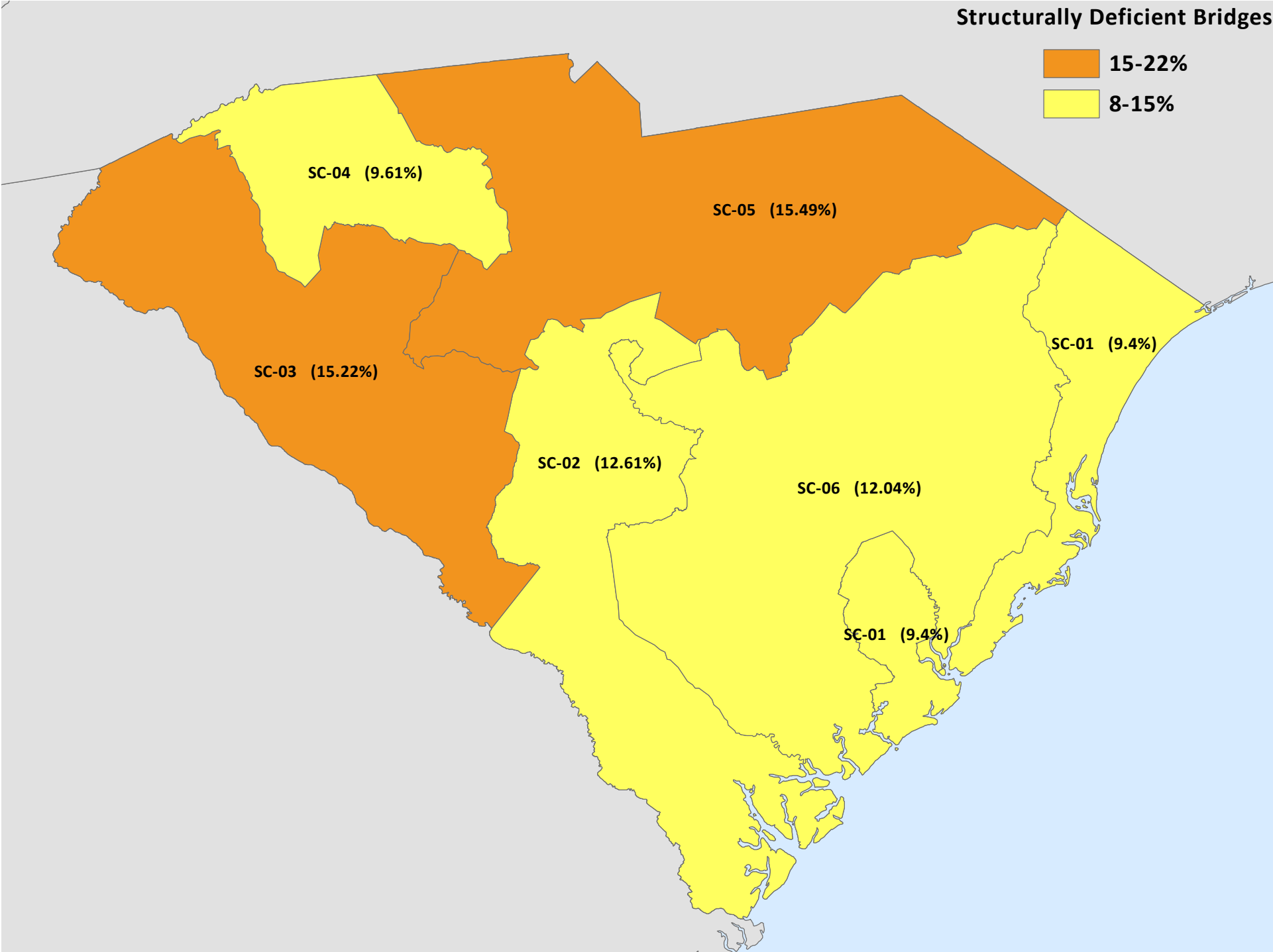
RHODE ISLAND – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
David Cicilline	D	RI-01	24.30%	2.70%
James Langevin	D	RI-02	19.69%	-1.91%

Rhode Island



South Carolina



STATE MAP INFORMATION BY DISTRICT

SOUTH CAROLINA – Previous Page

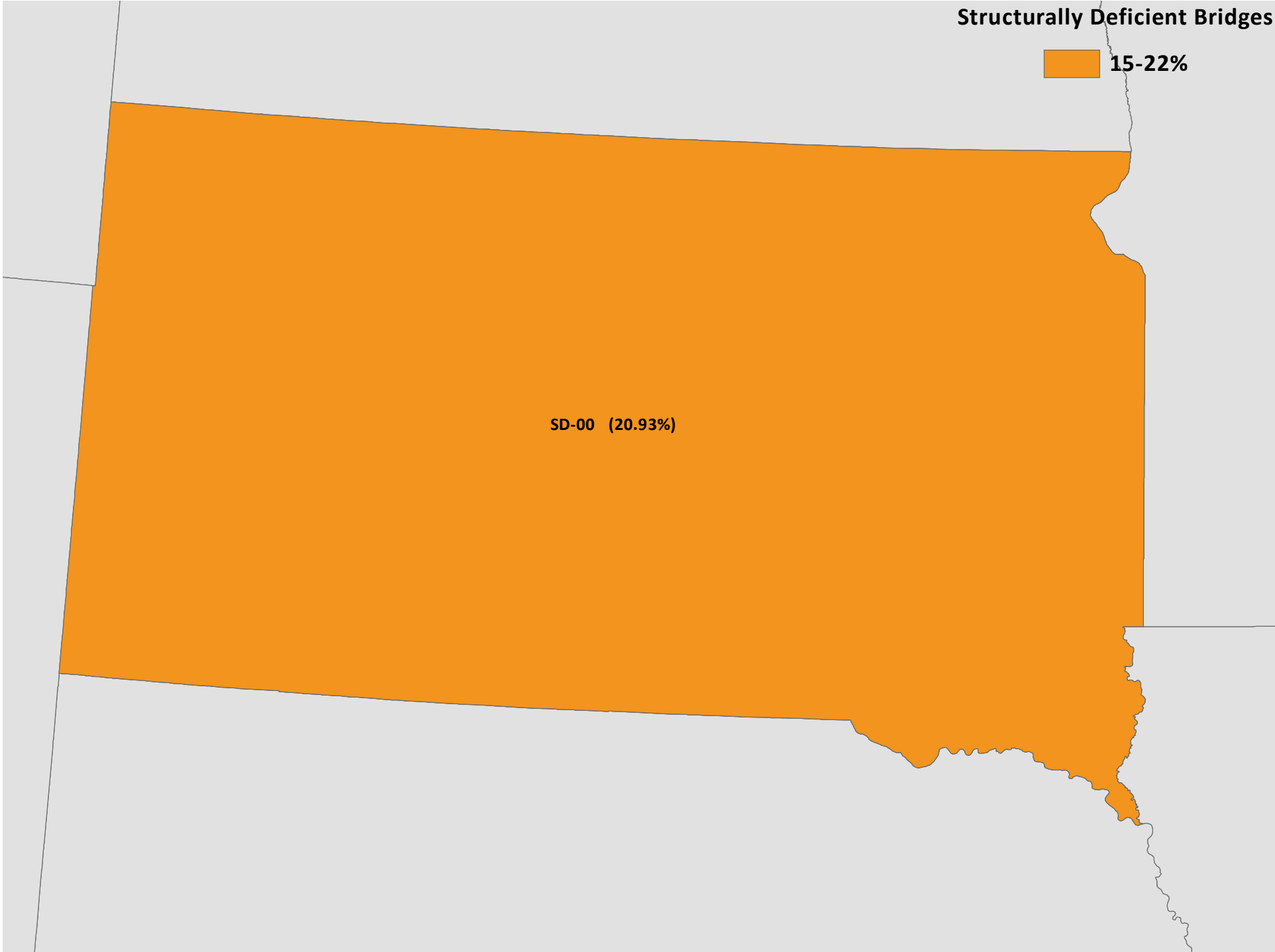
Member	Party	District	Percent Deficient	Percent above/below state average
Mick Mulvaney	R	SC-05	15.49%	2.49%
Jeff Duncan	R	SC-03	15.22%	2.22%
Addison G. (Joe) Wilson	R	SC-02	12.61%	-0.39%
James E. Clyburn	D	SC-06	12.04%	-0.96%
Trey Gowdy	R	SC-04	9.61%	-3.39%
Tim Scott	R	SC-01	9.40%	-3.60%



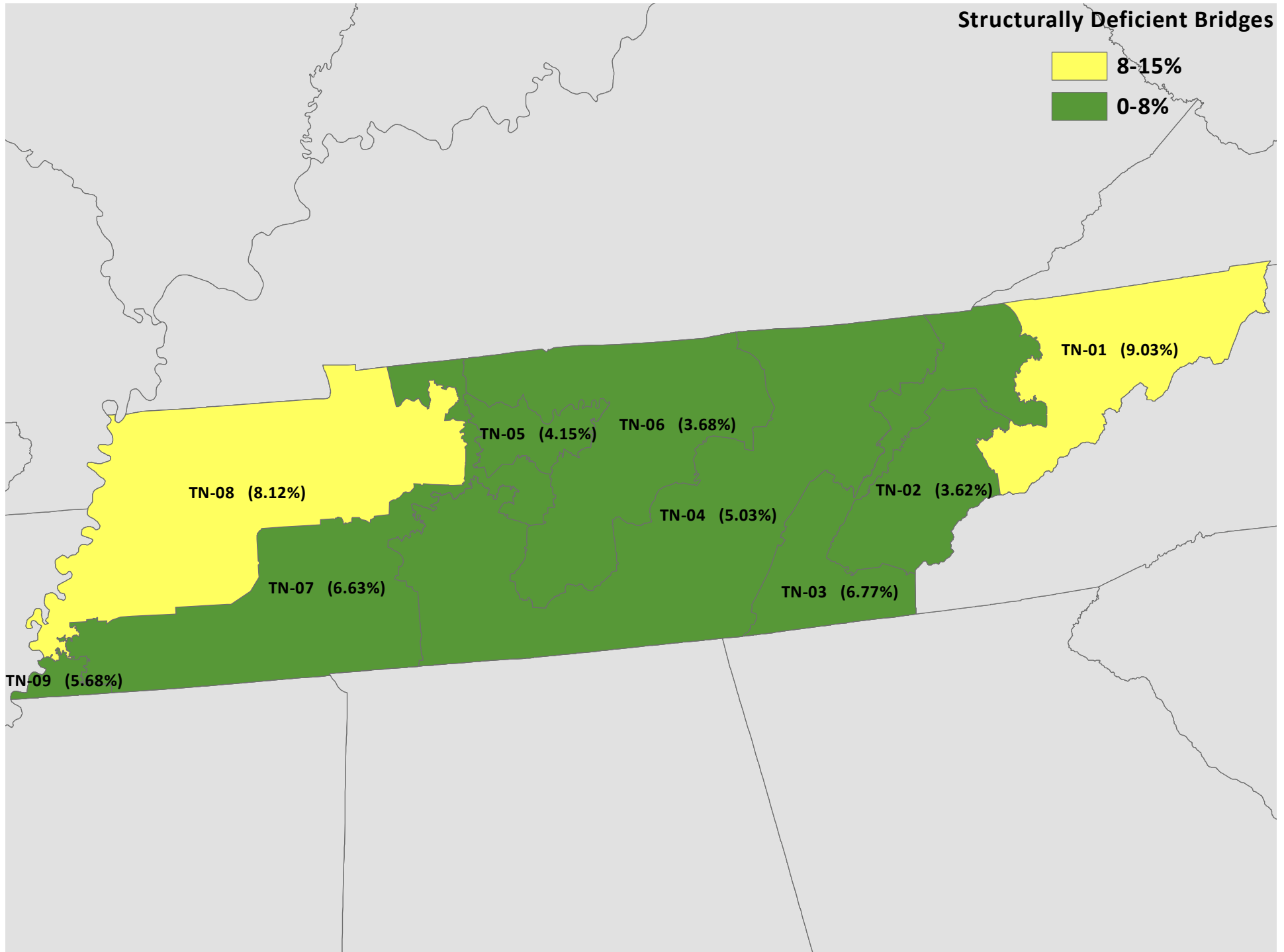
SOUTH DAKOTA – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Kristi Noem	R	SD-AL	20.93%	N/A

South Dakota



Tennessee



STATE MAP INFORMATION BY DISTRICT

TENNESSEE – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
David P. Roe	R	TN-01	9.03%	2.83%
Stephen Fincher	R	TN-08	8.12%	1.92%
Chuck Fleischmann*	R	TN-03	6.77%	0.57%
Marsha Blackburn	R	TN-07	6.63%	0.43%
Steve Cohen*	D	TN-09	5.68%	-0.52%
Scott DesJarlais	R	TN-04	5.03%	-1.17%
Jim Cooper	D	TN-05	4.15%	-2.05%
Diane Black	R	TN-06	3.68%	-2.52%
John J. Duncan Jr.*	R	TN-02	3.62%	-2.58%



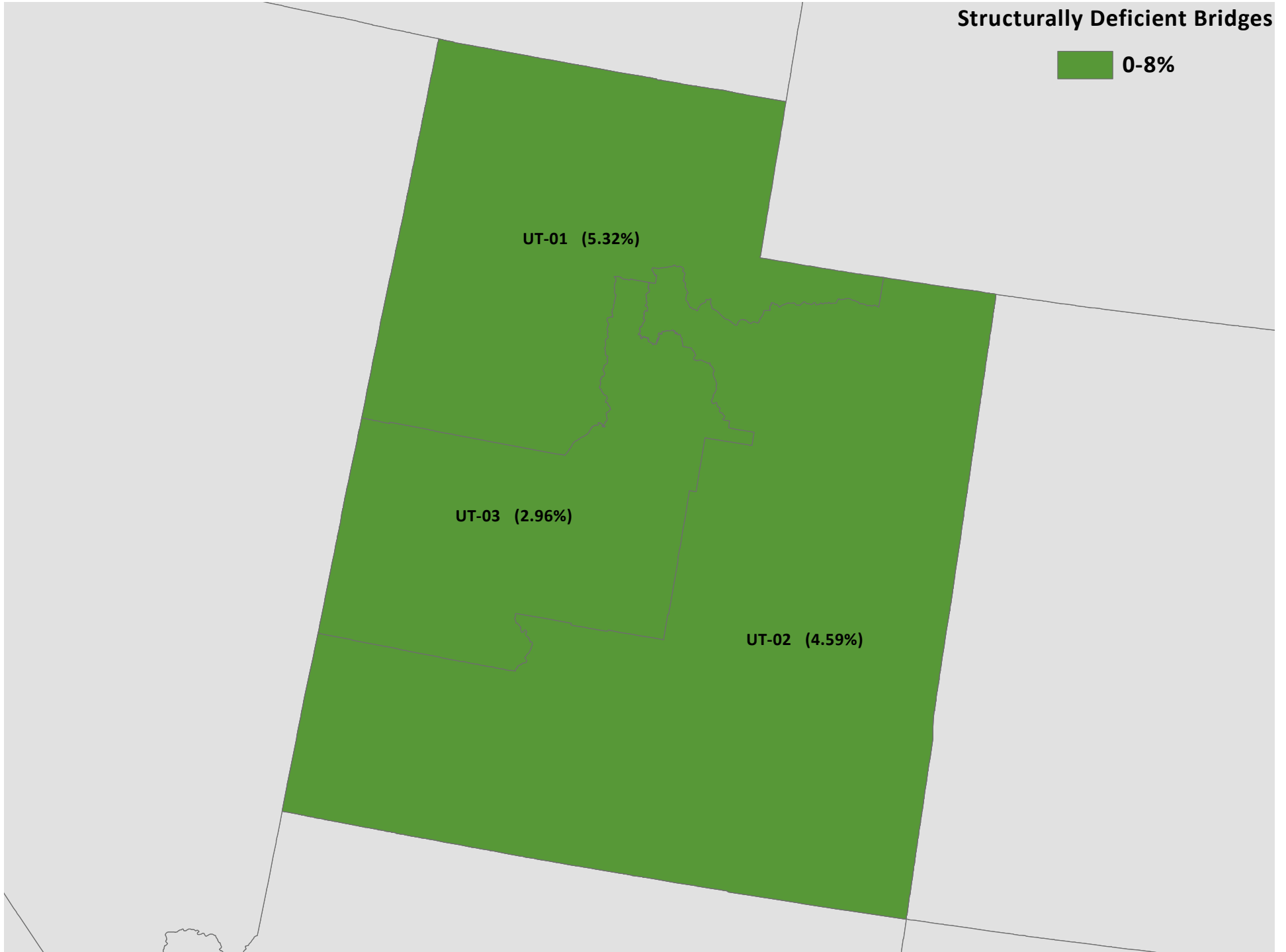
STATE MAP INFORMATION BY DISTRICT

TEXAS – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Ralph M. Hall	R	TX-04	5.77%	2.77%
Louie Gohmert	R	TX-01	5.72%	2.72%
Bill Flores	R	TX-17	5.29%	2.29%
Kevin Brady	R	TX-08	5.17%	2.17%
Ron Paul	R	TX-14	5.14%	2.14%
Kay Granger	R	TX-12	4.37%	1.37%
Joe L. Barton	R	TX-06	4.34%	1.34%
John R. Carter	R	TX-31	3.77%	0.77%
Michael T. McCaul	R	TX-10	3.52%	0.52%
William M. (Mac) Thornberry	R	TX-13	3.38%	0.38%
Michael Burgess	R	TX-26	3.27%	0.27%
Randy Neugebauer	R	TX-19	3.18%	0.18%
Pete Olson	R	TX-22	2.79%	-0.21%
Blake Farenthold*	R	TX-27	2.71%	-0.29%
Jeb Hensarling	R	TX-05	2.53%	-0.47%
K. Michael Conaway	R	TX-11	2.38%	-0.62%
Lloyd Doggett	D	TX-25	2.30%	-0.70%
Ted Poe	R	TX-02	2.20%	-0.80%
Ruben Hinojosa	D	TX-15	2.05%	-0.95%
Eddie Bernice Johnson*	D	TX-30	1.53%	-1.47%
Sheila Jackson Lee	D	TX-18	1.34%	-1.66%
Henry Cuellar	D	TX-28	1.34%	-1.66%
John Culberson	R	TX-07	1.28%	-1.72%
Silvestre Reyes	D	TX-16	0.83%	-2.17%
Lamar S. Smith	R	TX-21	0.72%	-2.28%
Pete Sessions	R	TX-32	0.70%	-2.30%
Kenny Marchant	R	TX-24	0.68%	-2.32%
Gene Green	D	TX-29	0.57%	-2.43%
Francisco Canseco	R	TX-23	0.37%	-2.63%
Sam Johnson	R	TX-03	0.29%	-2.71%
Charles A. Gonzalez	D	TX-20	0.24%	-2.76%
Al Green	D	TX-09	0.20%	-2.80%



Utah



STATE MAP INFORMATION BY DISTRICT

UTAH – Previous Page

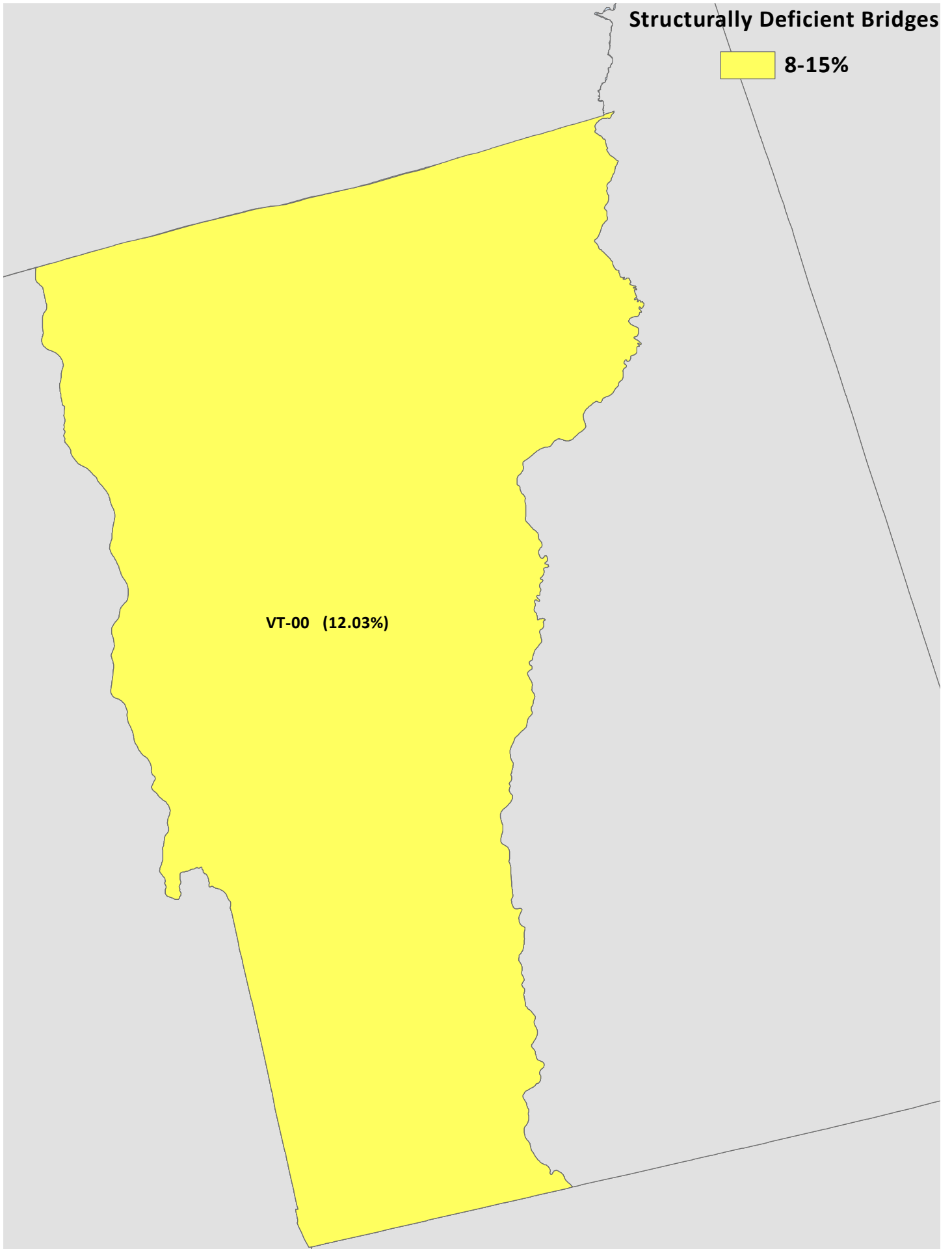
Member	Party	District	Percent Deficient	Percent above/below state average
Rob Bishop	R	UT-01	5.32%	0.82%
Jim Matheson	D	UT-02	4.59%	0.09%
Jason Chaffetz	R	UT-03	2.96%	-1.54%



VERMONT – Next Page

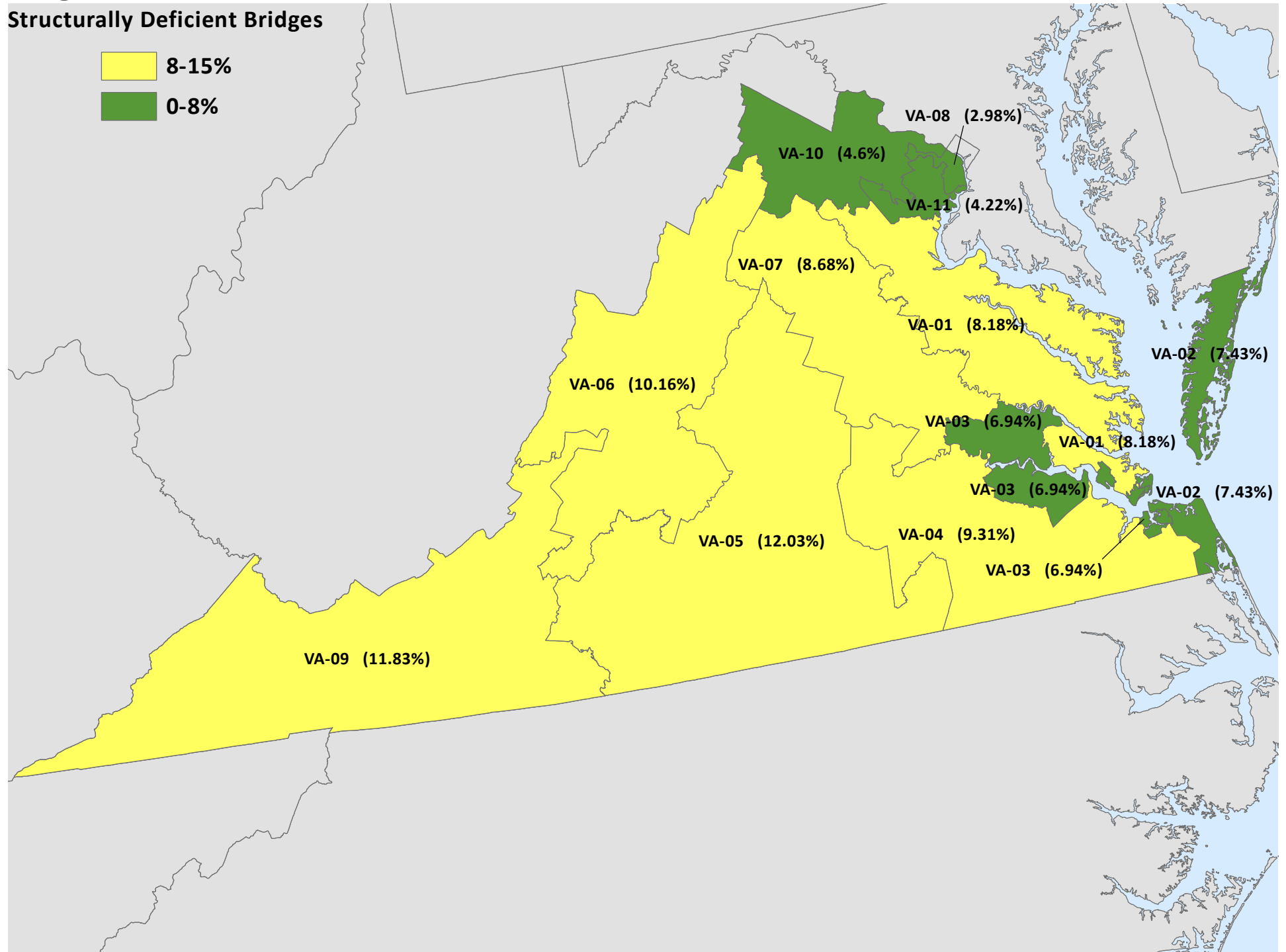
Member	Party	District	Percent Deficient	Percent above/below state average
Peter Welch	D	VT-AL	12.03%	N/A

Vermont



Virginia

Structurally Deficient Bridges



STATE MAP INFORMATION BY DISTRICT

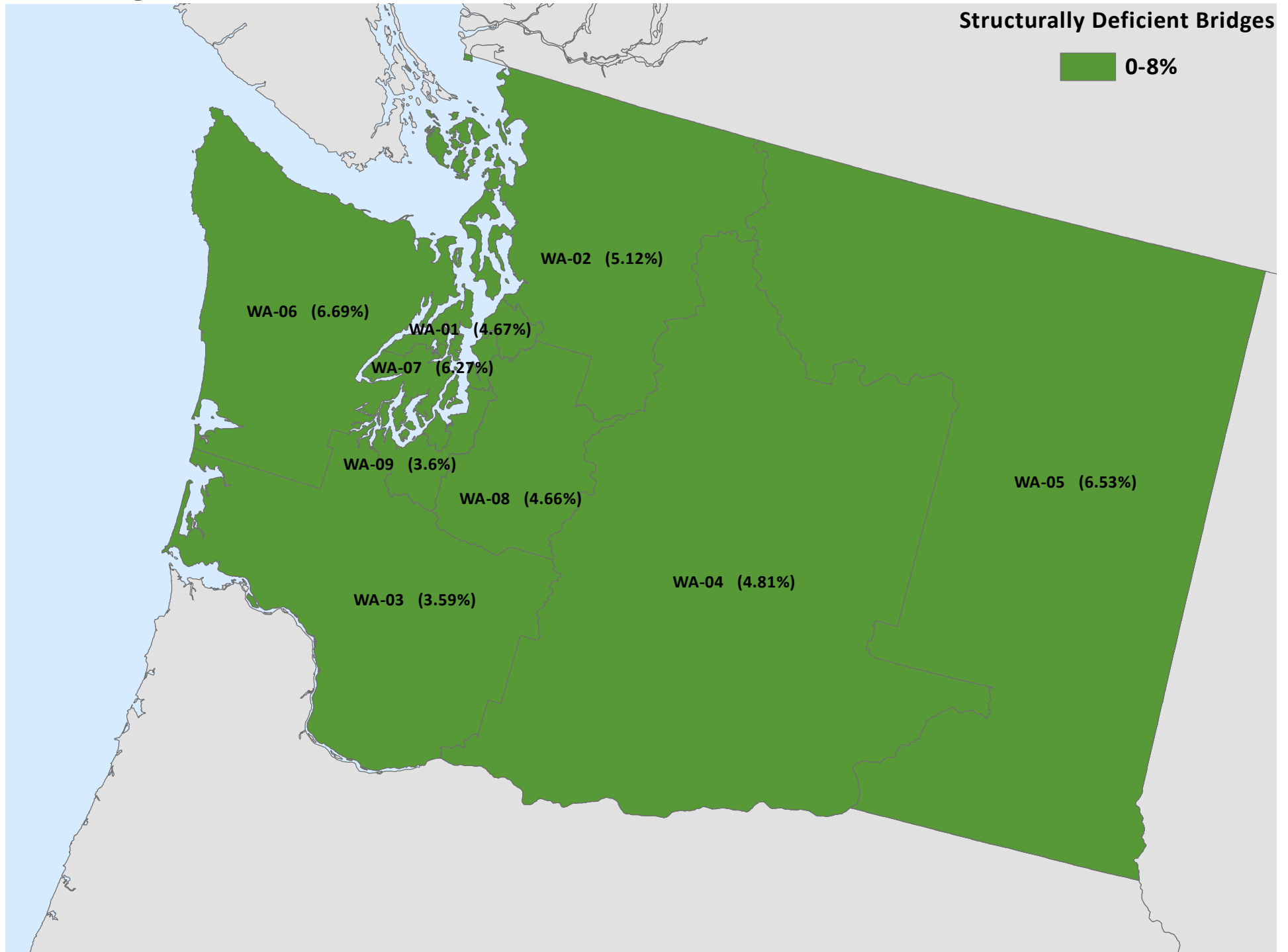
VIRGINIA – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
Robert Hurt	R	VA-05	12.03%	2.63%
Morgan Griffith	R	VA-09	11.83%	2.43%
Robert W. Goodlatte	R	VA-06	10.16%	0.76%
J. Randy Forbes	R	VA-04	9.31%	-0.09%
Eric Cantor	R	VA-07	8.68%	-0.72%
Robert J. Wittman	R	VA-01	8.18%	-1.22%
Scott Rigell	R	VA-02	7.43%	-1.97%
Robert C. Scott	D	VA-03	6.94%	-2.46%
Frank R. Wolf	R	VA-10	4.60%	-4.80%
Gerald E. Connolly	D	VA-11	4.22%	-5.18%
James P. Moran Jr.	D	VA-08	2.98%	-6.42%

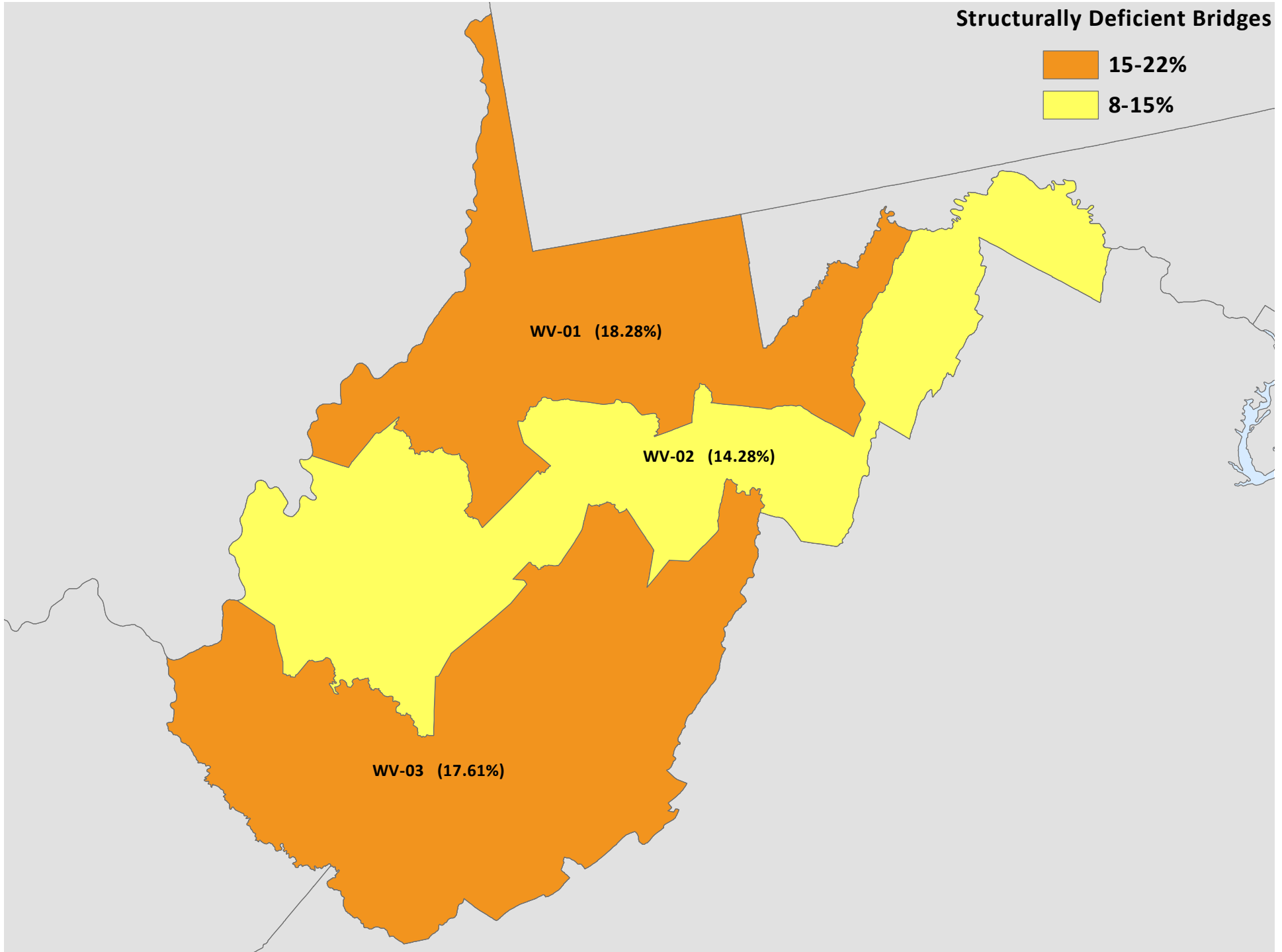
WASHINGTON – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Norman D. Dicks	D	WA-06	6.69%	1.59%
Cathy McMorris	R	WA-05	6.53%	1.43%
James A. McDermott	D	WA-07	6.27%	1.17%
Rick Larsen*	D	WA-02	5.12%	0.02%
Richard (Doc) Hastings	R	WA-04	4.81%	-0.29%
Jay Inslee	D	WA-01	4.67%	-0.43%
David G. Reichert	R	WA-08	4.66%	-0.44%
Adam Smith	D	WA-09	3.60%	-1.50%
Jaime Herrera Beutler*	R	WA-03	3.59%	-1.51%

Washington



West Virginia



STATE MAP INFORMATION BY DISTRICT

WEST VIRGINIA – Previous Page

Member	Party	District	Percent Deficient	Percent above/below state average
David McKinley	R	WV-01	18.28%	1.58%
Nick Joe Rahall*	D	WV-03	17.61%	0.91%
Shelley Moore Capito*	R	WV-02	14.28%	-2.42%



WYOMING – Next Page

Member	Party	District	Percent Deficient	Percent above/below state average
Cynthia M. Lummis	R	WY-AL	13.46%	N/A

Wyoming

