State lawmakers and their Rebuild Alabama program have improved surface transportation sectors. This progress should guide decision makers at every level of government to improve infrastructure funding.

Prioritize project planning and management techniques such as asset management, design-build project delivery, and life cycle costing to wisely implement projects and utilize funds throughout all infrastructure sectors.

Improve the resilience and sustainability of infrastructure and the safety and security of communities to prepare for the future.

Establish a dam safety program to inspect the condition of the state’s dams and create a revolving grant or loan program to rehabilitate and repair dams in need.

Founded in 1931, the Alabama Section of ASCE represents over 1,600 practicing civil engineers and civil engineering students in Alabama. The Section is comprised of six branches, three younger member groups, various committees, and six student chapters, serving the entire state by providing professional and technical opportunities to its members, the local community, and non-technical audiences.

The Alabama Section of ASCE is committed to monitoring and coordinating programs best handled at a statewide level, all while providing professional and technical opportunities to its members, the local community, and non-technical audiences.

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While you may not think about infrastructure every day, Alabama’s civil engineers do because we’ve pledged to keep the public safe. With that commitment in mind, engineers with the Alabama Section of ASCE evaluated 12 different categories of infrastructure within the state. This Report Card for Alabama’s Infrastructure was produced so every citizen and decision maker can understand how Alabama’s infrastructure affects everyone in Alabama.

Infrastructure also supports our businesses and helps power our economy, moving freight and transporting workers. The bad news is that Alabama’s infrastructure systems have challenges. Infrastructure deteriorates every single day as it ages, and many of these critical systems are reaching the end of or are beyond their useful life. The effects of worsening weather events, daily wear-and-tear, and a growing population all take their toll on our infrastructure.

The good news is that Alabama’s infrastructure is on the cusp of transition with the recent success from the Rebuild Alabama Act and the influx of funding expected from the Infrastructure Investment and Jobs Act. However, it’s crucial that we understand our infrastructure’s current problems and future needs, so that regular maintenance along with replacement plans can extend how long these systems serve us while preventing harm to the general public.

We all use infrastructure every day, but we rarely think about it. Whether you’re taking a shower or charging your cell phone, infrastructure affects everyone in Alabama. Infrastructure also supports our businesses and helps power our economy, moving freight and transporting workers. The bad news is that Alabama’s infrastructure systems have challenges. Infrastructure deteriorates every single day as it ages, and many of these critical systems are reaching the end of or are beyond their useful life.
Alabama's stormwater systems consist of both built and natural infrastructure. Built infrastructure is largely constructed of pipe and ditch systems. Natural infrastructure includes wetlands, streams, vegetation, and other elements that help to manage surface water and groundwater in upstream areas.

The preservation and maintenance of both built and natural systems is essential for ensuring Alabama's social, environmental, and economic interests are addressed. Deficiencies in stormwater management infrastructure and management have contributed to severe flooding events, public health risks, and negative effects on ecosystems.

Alabama's stormwater infrastructure has significantly exceeded its design life. Many systems were implemented without uniform community standards, little accounting for upstream development or impacts to infrastructure downstream, and no consideration of the effects of climate change. Finally, dedicated funding sources are not available to provide for adequate maintenance, repair, and capital investments. Through the support of the Rebuild Alabama Act, Alabama's stormwater infrastructure will be rehabilitated to meet the state's needs.

Roadways form the backbone of Alabama's economy by getting people to work, transferring goods and services to market, and connecting communities to jobs, health care, and other critical services. In 2019, public transit systems served over 6 million passengers in Alabama, and is expected to affect 17% of Alabama roads by 2035. To tackle these challenges, the Infrastructure Investment and Jobs Act (IIJA) was signed into law, providing $29.2 billion to Alabama for roads and bridges, transit, rail, and water systems.

Alabama’s public transit systems serve a vital role in connecting the state’s residents, implementing programs to address these needs are important and would allow water utilities to invest in asset management, assess system needs appropriate funding to ensure conditions do not deteriorate.

The report highlights the need for additional funding to address these needs and provides recommendations for how to allocate funding effectively. The Alabama Safe Dam Coalition Technical Committee has proposed raising $10 cents-per-gallon to the state fuel tax to help close the funding gap for Alabama’s dam infrastructure and risk to downstream property and human life.

The report also emphasizes the importance of maintaining infrastructure to protect Alabama citizens from risk caused by the state’s dams. Of those twelve, one infrastructure category was not assessed with a grade due to incomplete data, but future updates to the report will facilitate a comprehensive evaluation of all infrastructure categories.

Alabama’s 80 publicly-owned airports have excess capacity for connecting people and goods. Alabama’s airports require multiple types of minor maintenance while only 17% have other capital improvements.