



TRANSPORTATION AND INFRASTRUCTURE: Catching Up and Building for Tomorrow

Since President Dwight Eisenhower's vision and leadership led to investment in an interstate system more than a half century ago, U.S. infrastructure investments were long neglected. Infrastructure investment in 2020 was only one-third of what it was in 1960, in terms of percentage of GDP. In the intervening decades, members of Congress and successive administrations maintained the status quo of patchwork funding measures and further extensions of baseline spending totals.

In 2021, however, after years of inaction, Congress and the Biden administration came together to pass the largest infrastructure investment in U.S. history—with the aid and encouragement of manufacturers in America. Passage of the Infrastructure Investment and Jobs Act was a historic victory for the future of American infrastructure and the industrial economy. Manufacturers played an integral role in advocating this \$1.2 trillion federal investment, which will modernize infrastructure systems. From roads and bridges to airports, ports and national electric vehicle charging infrastructure, this law has laid the foundation for a competitive U.S. manufacturing future—and manufacturers are committed to the swift and successful implementation of new and expanded federal investments.

Much of the final legislative text of the IIJA was similar to proposals included in “Building to Win,”³ the NAM's blueprint for modernizing our transportation, energy, water and digital infrastructure. It contains nearly \$550 billion in new federal appropriations for projects ranging from bridge and highway updates to significant broadband expansion and community climate resilience efforts. As various departments operationalize these new programs, the NAM will continue to work with federal partners developing project parameters to keep manufacturers on the forefront of federal infrastructure investment.

As national and international supply chain disruptions have made painfully clear, maintaining and modernizing our infrastructure—including our ports, railroads, highways, telecommunications, energy grid and more—is essential to keeping products moving and manufacturers operating. Worker shortages, container costs, permitting delays, labor negotiations and more all contribute to slowdowns that hurt consumers and fuel inflation. The successful and timely execution of IIJA programs can address many of these issues and pave the way for the future of manufacturing in America.

³nam.org/buildingtowin

“ There is nothing more satisfying than connecting with, supporting and empowering our customers and dealers day in and day out. To ensure our products arrive at the customer site, we rely on roads, bridges, rails, airports, ports and waterways. Modern and efficient transportation systems allow us to do the work—the efficient flow of materials to suppliers, of parts in and out of our manufacturing plants and, ultimately, of products to our customer site is heavily dependent on our transportation systems.”

—Denise Johnson, Group President of Resource Industries

A Transportation and Infrastructure Agenda for the Future Must:

- Realize the goals set out in the IIJA to fully fund infrastructure investments to upgrade the systems that support modern manufacturers and achieve transportation efficiencies for families, communities and commerce.
- Promote safety and embrace the benefits of innovation in 21st-century transportation and infrastructure systems.
- Recognize the important role of manufacturers in repairing, rebuilding and maintaining the nation's transportation network.
- Address the root causes of supply chain disruptions and make necessary investments to prevent future disruptions.

ACTIONS FOR LEADERS TO TAKE:

- ✓ Modernize user fees, such as the federal fuels tax and passenger facility charge, that support roadway and runway projects.
- ✓ Continue to accelerate forward-looking solutions that prioritize and reduce inventory of the growing backlog of essential infrastructure projects.
- ✓ Continue to improve the broken permitting and approval system that adds years of unnecessary delays and costs to projects.
- ✓ Address the truck driver shortage by advancing proposals that would harmonize interstate truck driver age minimums with current intrastate requirements.
- ✓ Keep transportation regulatory agendas in check so critical transportation services that manufacturers rely on are not hampered by additional red tape.
- ✓ Prevent unnecessary patchwork regulations that disrupt manufacturing supply chains.
- ✓ Build on the success of public-private partnerships while recognizing that not all solutions work everywhere. Maintaining core funding sources and a federal role ensures equity and provides a path to addressing all types of projects.