The time is now for Congress to pass a targeted, substantial investment in modernizing our nation’s infrastructure.

Bipartisan action is necessary to pass a comprehensive package that transforms U.S. infrastructure systems to maintain U.S. economic competitiveness. Congress should work together to develop a more reliable, user-based funding stream to keep building roads, bridges, transit systems and highways far into the future. This package should:

- Increase direct federal investments, in a broad range of infrastructure sectors over 10 years to achieve a $1-1.5 trillion investment,
- Complement and strengthen existing tools, such as municipal bonds, that successfully deliver infrastructure investments at the federal, state and local levels,
- Facilitate opportunities for private investment in U.S. infrastructure,
- Create efficiencies such as accelerating the federal permitting process,
- Fix chronic challenges and address reoccurring shortages in key federal infrastructure accounts such as the Highway Trust Fund, and;
- Encourage active participation among all levels of government and between the public and private sectors without shifting federal responsibilities because no single partner can deliver a well-functioning, national U.S. infrastructure network driven by a long-term vision and funding stability.

It’s time to revolutionize the very infrastructure that makes our American Dream possible.

- David Farr, Chairman and CEO, Emerson

Making the Case

- If critical infrastructure needs remain unanswered, the U.S. will lose more than 2.5 million jobs by 2025 and more than 5.8 million jobs by 2040; and
  - it will cost households $3,400 per year from now through 2025.
- Shortfalls in funding for drinking and wastewater systems will cause the U.S. to lose $508 billion in GDP by 2025.
- Delay on the National Highway System annually, totals more than $63.4 billion and 996 million hours in lost productivity.
- Roadway congestion in the U.S. costs an additional 23 cents per mile to transport goods.
  - In the trucking industry, that amounts to ~$5,665 in excess fees annually for each truck nationwide – there are more than 11 million total trucks registered today.

Sources: ASCE Failure to Act & ATRI Cost of Congestion
The National Association of Manufacturers and the Associated General Contractors founded the Infrastructure Working Group to unite trade association voices from diverse sectors such as manufacturing, agriculture, finance, labor, retail, hospitality, construction, transportation, local government and more in a call for infrastructure investment.