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## CQ/Roll Call: Factory Execs Warn on Broad System Needs.

By John Boyd, CQ/Roll Call Executive Transportation Briefing

September 17, 2013

The National Association of Manufacturers and Building America's Future are touting a major survey of executives at factory firms on their views about the readiness of the U.S. supply chain's transportation infrastructure. A whopping 70 percent of the 400 or so manufacturers surveyed graded the system poor or just fair, and 61 percent said they'd pay more in taxes, tolls and other fees to upgrade transpo facilities if assured the money raised would actually go into upgrades. The results come at a time the White House and Congress are focused on water projects legislation, but the survey's respondents were most worried about road conditions, less so about aviation, transit, rail and waterway systems. Which makes sense given that all factory shippers use roads, but not all will use the other services or see problems in the particular port or rail links, for instance, that they've built into their own supply chains. But looking out 10-15 years, 65 percent in the poll said they do not think the infrastructure in their areas will competitively support economic growth and trade demands.

Calling for Action on Infrastructure Needs.

NAM's CEO, Jay Timmons, and BAF co-founder Ed Rendell hope the report will resonate in Washington as Congress makes budget and transpo policy decisions. Both want to spur lawmakers to finish a water

projects bill for seaports and barge-traveled locks, but promote federal investment in other supply chain needs as well. In comments released for their appearance today at the Port of Philadelphia, Timmons said "Our outdated roads, ports and inland waterways are in desperate need of repair and continue to add costs and complications as manufacturers move their products to market. The good news is that Congress and the president have a chance right now to address the neglect of our infrastructure and ensure that manufacturing in the United States remains competitive." Rendell also invoked using projects to buck up the economy. "Improving our ports, highways, and bridges is essentially an economic driver," he said. "I hope leaders in Washington seize the opportunity to make the significant investments our country really needs to stay competitive in the global economy, or we risk falling further behind our competitors."

Timing With WRRDA, Budget Deadlines.

That messaging could help ward off conservative attempts to make further trims in transportation spending, since the NAM is a major industrial lobbying organization. It comes the same week a Water Resources Reform and Development Act goes to House committee markup, and a day after Vice President Biden and DOT chief Anthony Foxx visited ports in Charleston, S.C., and Savannah, Ga. But it also comes as lawmakers face a fast-approaching Sept. 30 deadline to enact legislation to keep the government open, while a new round of sequester-law cuts would trim agencies' ability to plow money into more infrastructure aid.

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## **CQ/Roll Call: Executive Transportation Briefing**

NAM Poll Looks at Needs Across Supply Chain.

This week's port focus continues with House Transportation Chairman Bill Shuster's planned Twitter town hall Tuesday afternoon on the waterway projects bill he and other committee leaders introduced last week, and Thursday's bill markup. But Tuesday will also see National Manufacturing Association CEO Jay Timmons, co-chairman Ed Rendell of infrastructure advocacy group Building America's Future and Export-Import Bank President Fred Hochberg at the Philadelphia port to highlight a new NAM survey of infrastructure needs across the entire transportation supply chain. Over 400 NAM members participated in the poll during June, giving their opinions on the shape of U.S. infrastructure and how it affects their ability to remain competitive in a growing economy. The results go beyond seaport and inland river barge facilities covered in the pending waterways legislation; they will show manufacturers' concerns about U.S. roads and bridges, transit and aviation systems as well as ports.

## **Politico Morning Transportation**

By ADAM SNIDER

09/17/13

Featuring Kathryn A. Wolfe

PREVIEW — Bad and getting worse: Today Building America’s Future and the National Association of Manufacturers release a new survey showing major concerns with American infrastructure. 70 percent of manufacturers say that infrastructure “is in fair or poor shape and needs a great deal or quite a bit of improvement.” 70 percent also say roads are “getting worse” and 65 percent say their local infrastructure isn’t good enough to help compete in a growing economy. Not all the modes fared as bad as roads, though — only 18 percent say ocean/water conditions are getting worse, 21 percent think rail is on the decline and 36 percent say aviation infrastructure is worsening. More information is out later today, but in the meantime here’s a summary of the stats: <http://bit.ly/18rAeuW>

## Politico Morning Transportation

By ADAM SNIDER

09/16/13

‘Less than most’: “No part of our infrastructure has adequate attention. But ports get less than most,” former Pennsylvania Gov. and Building America’s Future Co-chair Ed Rendell told MT. Tomorrow, the group teams with NAM to release a survey on manufacturers’ concerns with port and other transportation infrastructure. Rendell, as he’s been doing for years, pleaded for more money from Congress. “We’ve got this obsession with not spending money,” he said. “These are investments in our future. These are investments to make us more competitive. These are investments to enhance our public safety and these are investments to create jobs.” And how do you do that, governor? “My belief is that it has to be folded into a grand bargain. If I were the president of the United States, I would say ‘look guys, we need to do something for the economy and we need to do it now.’”

## Philadelphia Inquirer: Worth the investment

By Ed Rendell and Jay Timmons

September 18, 2013

Americans hear often enough that our nation's infrastructure is in bad shape, but they have come to accept its shortcomings and unpredictable lapses. It's not until a bridge collapses or a water pipe bursts that infrastructure makes news. This current pattern needs to change.

After all, infrastructure is what makes nearly everything possible - showering, charging a smartphone, getting to work or school - and when infrastructure deteriorates, Americans pay the price.

Wasted time and fuel from being stuck on the Philadelphia area's clogged roadways cost drivers an extra \$2,300 each year. Gridlock and deteriorating road conditions also drive up prices for families. Freight bottlenecks and other congestion cost about \$200 billion a year and 1.6 percent of U.S. economic output.

In the Philadelphia area, 73 percent of major urban roads are in poor condition, and Pennsylvania has the highest number of structurally deficient bridges in the nation - 25 percent. It's no wonder that the American Society of Civil Engineers has given a grade of C-minus to the state's infrastructure.

With sobering statistics like these, it is no surprise that a majority of manufacturers believe that our nation's infrastructure is not improving at a pace to keep up with business needs - a sentiment confirmed by a recent survey conducted by the National Association of Manufacturers (NAM) and Building America's Future Educational Fund.

Manufacturing matters to Pennsylvania. Manufacturers produce \$71 billion of goods and services throughout the state. The sector accounts for nearly 90 percent of the state's exports. In fact, exports from Pennsylvania are surging - manufactured products destined for overseas markets have more than doubled since 2000. However, until our elected leaders commit to making investments needed to modernize our roads, bridges, transit systems, and ports, we are consigned to watching our lives and opportunities pass us by.

If nothing is done to modernize our infrastructure, America risks falling further behind our global competitors. It is time that policymakers in Washington take action.

Congress can start with our ports and finish the Water Resources Development Act - the best opportunity to advance infrastructure improvements at the federal level this year. According to the World Economic Forum, U.S. ports rank just 19th in the world.

Without reliable transportation networks, manufacturers will find it increasingly difficult to get their products to customers, possibly leading to fewer jobs. The Port of Philadelphia tells that story directly - maintaining and expanding road connections to the port and the ongoing dredging of the Delaware River shipping channel are critical to growing the port and the region's economy.

States must also do their part, and we urge Pennsylvania to heed the call of manufacturers and make critical investments in transportation infrastructure.

The United States became an economic superpower due in large part to visionary infrastructure investments that previous generations made. We are, however, at risk of losing our competitive advantage. The NAM and Building America's Future have joined forces to call on Washington to get serious about making the strategic long-term investments needed to grow and modernize our nation's infrastructure. Nothing less than the future of America's vital manufacturing sector and our nation's economic competitiveness is at stake.

## **[E&E News: Most manufacturers give poor grades to U.S roads, bridges -- survey](#)**

By Eugene Mulero, E&E

September 17, 2013

A survey by two groups advocating for greater infrastructure spending at the federal level found that 70 percent of manufacturers said the U.S. infrastructure system is in poor shape.

Building America's Future and the National Association of Manufacturers teamed up to lead a survey of about 400 factory executives who are NAM members on their concerns about the country's aging transportation network.

Former Pennsylvania Gov. Ed Rendell (D), the co-chairman of Building America's Future, and NAM President Jay Timmons are expected to unveil their findings today at the Port of Philadelphia. (Click here for a summary of their findings.)

According to the summary, 61 percent of executives expressed a willingness to contribute more in tolls and taxes if the money went to upgrade infrastructure. Also, 65 percent said they did not believe infrastructure in their region is positioned to respond to the demands of a growing economy over the next decade, while 70 percent said roads are getting worse and 35 percent reported that telecommunications networks are improving at a pace to keep up with commercial needs.

Hart Research Associates and McLaughlin & Associates carried out the online survey from May 29 to June 28, while one-on-one interviews were conducted in March. The survey's margin of error is less than 5 percentage points.

The summary quotes one manufacturing executive as saying, "Our ports need a huge amount of work, especially if you are exporting." Another executive told the groups, "Rail, highways and aviation tie together. Without those things, it's hard to see how a company like us could do business."

In their report, Timmons and Rendell called on Congress and the Obama administration to work together and "recognize that the status quo approach to infrastructure investment will not serve a growing economy and a more competitive United States."

"The deteriorating condition of our transportation infrastructure and the threat that aging infrastructure poses to our competitiveness provide a strong justification to invest in infrastructure," they added.

The survey comes at a time when House transportation authorizers are readying the advancement of a significant water resources reauthorizing measure and the Obama administration is aggressively calling on lawmakers and the public to fund the modernization of aging roads and bridges.

Yesterday, Vice President Joe Biden and Transportation Secretary Anthony Foxx visited ports in Charleston, S.C., and Savannah, Ga., to urge local officials and the business community to realize the expansion of their ports so they may be ready to handle larger ships that will travel through an expanded Panama Canal by 2015.

The American Society of Civil Engineers this year gave the country's infrastructure a D+ grade.

House GOP leaders have pushed back on the administration's \$40 billion "Fix It First" campaign for fiscal 2014 aimed at repairing crumbling corridors.

Leading House Republicans have not indicated whether they will advance Democratic bills aimed at funding infrastructure repairs. Instead they are advocating for the states to take a prominent role in rehabilitating their transportation systems.

## **CBS Philadelphia: From South Philadelphia, A Call For US Infrastructure Investment**

By John McDevitt, CBS Philadelphia

PHILADELPHIA (CBS) — A national survey of more than 400 manufacturers shows there is concern with US infrastructures and a belief that it's hurting the competitive demands of a growing economy.

“Our outdated infrastructure is rated with a D+ grade,” said National Association of Manufacturers (NAM) president and CEO Jay Timmons, with the Port of Philadelphia as a backdrop.

He was joined by former governor Ed Rendell, co-chair of Building America's Future, to talk about the findings of the survey, which indicates the majority of manufacturers are concerned with the condition of US roads and bridges, transit, aviation systems, and ports.

Rendell said leaders in Washington, DC need to make significant investments for the country to stay competitive in a global market:

“Think about it: with the Panama Canal deepening, there will be mega-tankers coming in through the canal and up the Atlantic. And of the 15 major ports on the east coast, only two — one in Virginia and one in Baltimore, Maryland — are equipped to handle the mega-tankers that will be coming through.”

He says America will lose business and jobs to better equipped Canadian ports if improvements are not made.

<http://philadelphia.cbslocal.com/2013/09/17/from-south-philadelphia-a-call-for-us-infrastructure-investment/>

## **Transport Topics: Manufacturers Say U.S. Roads Are Getting Worse**

September 17, 2013

A survey released Sept. 17 by the National Association of Manufacturers said leaders in the manufacturing industry think roads in the United States are getting worse and transportation infrastructure needs to improve.

Of the more than 400 leaders of manufacturing firms surveyed, 70% said roads are getting worse, while 70% also said U.S. infrastructure is generally in “fair or poor” shape, said NAM, which commissioned the survey. Roads had the worst reviews in the survey, and smaller portions of the respondents said other modes of infrastructure, such as water, rail and aviation, are deteriorating.

“This survey clearly demonstrates that our nation's approach to investing in infrastructure is not improving at a pace to keep up with the growing needs of manufacturers and that the United States risks falling behind,” Jay Timmons, CEO of NAM, said in a statement. Timmons announced the survey Sept. 17 at the Port of Philadelphia along with Ed Rendell, co-chairman of Building America's Future and former governor of Pennsylvania.

“Improving our ports, highways, and bridges is essentially an economic driver,” Rendell said in the statement. “Modernized ports and transportation systems enable American manufacturers and businesses to export their goods to countries around the world, which strengthens our economy here at home.”

<http://www.ttnews.com/articles/basetemplate.aspx?storyid=32969&t=Manufacturers-Say-US-Roads-Are-Getting-Worse>

## **Marine Link: Nationwide Survey Shows Need for Critical Infrastructure Investments**

September 17, 2013

Majority Say U.S. Infrastructure in Poor Condition and Hurting Competitiveness

National Association of Manufacturers (NAM) President and CEO Jay Timmons joined today with Building America’s Future (BAF) Co-Chair and former Pennsylvania Gov. Ed Rendell to unveil a new survey that highlights manufacturers’ concerns about America’s roads and bridges, transit and aviation systems and ports.

According to the survey of more than 400 manufacturers, a majority believe American infrastructure is in fair or poor shape, while roads in particular are getting worse. There is strong agreement among participants that U.S. infrastructure is not positioned to respond to the competitive demands of a growing economy.

“This survey clearly demonstrates that our nation’s approach to investing in infrastructure is not improving at a pace to keep up with the growing needs of manufacturers and that the United States risks falling behind,” said Timmons. “Our outdated roads, ports and inland waterways are in desperate need of repair and continue to add costs and complications as manufacturers move their products to market. The good news is that Congress and the President have a chance right now to address the neglect of our infrastructure and ensure that manufacturing in the United States remains competitive. Manufacturers are counting on Congress to fulfill its well-established responsibility of facilitating commerce in the United States by passing legislation that helps fund ports, inland waterways and other key water resource projects.”

“Improving our ports, highways, and bridges is essentially an economic driver. Modernized ports and transportation systems enable American manufacturers and businesses to export their goods to countries around the world, which strengthens our economy here at home,” said Governor Rendell. “I hope leaders in Washington seize the opportunity to make the significant investments our country really needs to stay competitive in the global economy, or we risk falling further behind our competitors. There is no better time to invest in America’s future.”

The unique partnership between the NAM and BAF is made possible by their strong commitment to addressing this nation’s infrastructure needs to ensure the United States remains globally competitive.

<http://www.marinelink.com/news/infrastructure-nationwide358814.aspx>

## **Trucking Info: Survey Shows Need for Critical Infrastructure Investments**

September 17, 2013

The trade group, the National Association of Manufacturers, and the lobby group, Building America's Future, has released results from a new survey highlighting manufacturers' concerns about America's roads and bridges, transit and aviation systems and ports.

According to the survey of more than 400 manufacturers, a majority believes American infrastructure is in fair or poor shape, while roads in particular are getting worse. There is strong agreement among participants that U.S. infrastructure is not positioned to respond to the competitive demands of a growing economy.

"Improving our ports, highways, and bridges is essentially an economic driver. Modernized ports and transportation systems enable American manufacturers and businesses to export their goods to countries around the world, which strengthens our economy here at home," says Ed Rendell, Building America's Future co-chair and former Pennsylvania Governor Ed Rendell. "I hope leaders in Washington seize the opportunity to make the significant investments our country really needs to stay competitive in the global economy, or we risk falling further behind our competitors."

NAM President and CEO Jay Timmons says the survey clearly demonstrates that United State's approach to investing in infrastructure is not improving at a pace to keep up with the growing needs of manufacturers and it risks falling behind.

"Our outdated roads, ports and inland waterways are in desperate need of repair and continue to add costs and complications as manufacturers move their products to market," he says. "The good news is that Congress and the President have a chance right now to address the neglect of our infrastructure and ensure that manufacturing in the United States remains competitive."

The report comes as Congress has just over a year to pass new highway funding legislation and for it to be signed by the president before the current authorization expires at the end of September 2013.

<http://www.truckinginfo.com/news/story/2013/09/survey-shows-need-for-critical-infrastructure-investments.aspx?prestitial=1>

## **Better Roads: 65% of U.S. manufacturers say infrastructure won't meet economical demands in next decade**

September 17, 2013

America's infrastructure is not improving quickly enough to continue to meet the needs of businesses, according to a report released today by Building America's Future (BAM) and the National Association of Manufacturers (NAM).

The report, "Infrastructure: Essential to Manufacturing Competitiveness," reflects the views of U.S. manufacturers who participated in surveys about national infrastructure and its effects on American businesses, as well as figures from BAM's 2012 "Falling Apart and Falling Behind" report.

According to the report, the majority of participating U.S. manufacturers believe America's transportation infrastructure system is "old, inefficient and badly in need of modernization.

70 percent of manufacturers said the system is "in fair or poor shape and needs a great deal or quite a bit of improvement.

70 percent said roads are continuing to deteriorate.

65 percent said infrastructure will likely not meet the demands of the economy in the next 10 to 15 years.

The report also notes that manufacturers do not think U.S. infrastructure keeps up with business needs. Manufacturers said these sectors are getting worse:

Roads (70 percent)

Energy (42 percent)

Aviation (36 percent)

Mass Transit (28 percent)

Drinking Water/Wastewater (24 percent)

Rail (21 percent)

Ocean/Water (18 percent)

The report points to a lack of investment as a major problem with infrastructure. According to the report:

12 percent of America's GDP is produced by manufacturing

1.7 percent of America's GDP is invested in U.S. infrastructure

\$1.8 trillion in goods and services is transported annually

The U.S. is not only failing to meet business needs within its borders; it is also falling behind other countries. The U.S. was not even in the top 10 among a world infrastructure ranking for 2012 global competitiveness.

The U.S. ranked as the 14th country, with countries like China, Germany, France, Korea and more providing a more competitive infrastructure. (Canada didn't fare much better; the country was ranked as the 13th most competitive.)

America is also falling behind in port capacity. Shanghai, China, alone ships a higher port volume than the top eight U.S. ports combined.

Additionally, the report notes that U.S. port volume is expected to double by 2020, freight tonnage is expected to increase by 88 percent by 2035 and passenger miles traveled is expected to increase by 80 percent in 30 years. In order to support those increases, American infrastructure will need improvements.

The report adds that NAM members said it is important to fund transportation infrastructure improvements.

67 percent said “all options to fund investments in maintaining and building infrastructure should be on the table.

61 percent said they are “potentially willing to pay more in taxes, toll and fees” if the revenues will go toward specific improvements.

<http://www.betterroads.com/65-of-u-s-manufacturers-say-infrastructure-wont-meet-economical-demands-in-next-decade/>