

editor's note



AS WE CONTINUE SLOGGING THROUGH THIS ELECTION SEASON (WE'RE ALMOST THERE!) AND CONSTANTLY CRINGE AT THE CONTENTIOUS SNIPING BY THE NOMINEES AND THEIR SURROGATES, THERE SEEMS TO BE ONE POINT ON WHICH EVERYONE IS IN AGREEMENT: THE NEED FOR INCREASED INFRASTRUCTURE FUNDING.

While Donald Trump is, as usual, light on specifics, one of his stated goals is repairing America's aging infrastructure. In a CNBC interview, he said, "Maybe my greatest strength is the economy, jobs and building. We do have to rebuild our infrastructure." And in his most recent book, *Crippled America: How to Make America Great Again*, he explained, "Fixing our infrastructure will be one of the biggest projects this country has ever undertaken. There isn't going to be a second chance to get it right." His price tag for the work is in the "trillions," but he also expects it to add 13 million jobs. "If we do what we have to do correctly, we can create the biggest economic boom in this country since the New Deal, when our vast infrastructure was first put into place," he continued. "It's a no-brainer." Trump also ties construction with trade issues and has named Dan DiMicco, former CEO of Nucor, as his senior trade advisor.

And Hillary Clinton also talks extensively and, as would be expected, in great detail about her plans for improving our infrastructure. Recently, she's pledged to enact a \$275 billion infrastructure spending plan in her first 100 days in office. She promises "the biggest infrastructure investment since Dwight Eisenhower's Interstate Highway System." The investment will "bankroll upgrades to roads, bridges, airports and public transit. To build a strong economy for our

future, we must start by building strong infrastructure today. I want our cities to be in the forefront of cities anywhere in the world. I want our workers to be the most competitive and productive in the world. I want us, once again, to think big and look up, beyond the horizon of what is possible in America."

Of course, during his 2008 campaign, Barack Obama promised to create a \$60 billion bank to fund roads and bridges. And during his two campaigns, George W. Bush promised the creation of a Marshall Plan to rebuild America's infrastructure. In 1996, the Republican Platform called for "wise investment" in infrastructure. And in 1992, Bill Clinton promised an additional \$20 billion of federal investment in roads, bridges and highways and to create "the world's best transportation, information and environmental protection technologies and networks."

Yet despite these decades of political promises, our infrastructure remains woefully underfunded.

This time, let's hold our politicians to their promises. Whoever wins the election, let's make sure we finally get the investment in our infrastructure that we need.


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