



2021 AFS
ADVOCACY
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ISSUE BRIEFS



Raising Taxes Will Slow America's Recovery & Hurt Metalcasting Competitiveness

Our infrastructure is in desperate need of modernization. From highways to bridges, airports to railroads, water systems to ports, electrical grids to internet connectivity, the need for better infrastructure is wide-ranging and immediate. U.S. metalcasters play a critical role in our nation's infrastructure network. Metal castings are a vital building block for the key components used in construction equipment, tractors and trucks, water works, buildings, railroads, and so much more. In fact, over 40% of all metal castings are dedicated to infrastructure.

The Biden administration's \$2.3 trillion infrastructure proposal, the American Jobs Plan, includes roughly \$600 billion, only a fifth of the plan, to address infrastructure. The proposal broadens the definition of infrastructure to fund more than \$2 trillion policy priorities. The president's new proposals would be funded through a mix of income and capital gains tax increases on the wealthiest Americans as well as tax increases for corporations.

The passage of the Tax Cuts and Jobs Act in 2017 unleashed record growth in jobs and wages. It provided the U.S. metalcasting industry with the ability to hire new workers, increase wages, buy new equipment, and expand production.

The American Jobs Plan would largely dismantle the 2017 tax reforms, resulting in not just higher taxes, but lower wages and a slower economy. The combined federal and state corporate tax rate would increase from 25.8%—already above the average rate of 23.4% for other developed countries—to 32.8%, the highest rate in the developed world. The U.S. tax rate would again be higher than China's. Furthermore, it will put manufacturing investment, competitiveness, job creation, and research at risk.

AFS looks forward to working with the administration and Congress to achieve a bipartisan infrastructure package, all while ensuring we're strengthening the manufacturing workforce, not jeopardizing manufacturing growth in the United States. AFS has the following key concerns:

- Raising taxes on manufacturers—including many small businesses that pay at the individual rate and some at the corporate rate—would stop our recovery.
- Returning to one of the highest business tax rates in the developed world is not the way to build our future as we would lose 1 million jobs in just the first two years alone, according to a recent National Association of Manufacturers (NAM) study.¹
- Metalcasters would be especially hard hit at this critical juncture as we come out of the pandemic, restricting their ability to raise wages and benefits, hire more workers, and invest in their communities. Similarly, changes to the longstanding tax rules on the transfer of family businesses to the next generation of manufacturers would cost American jobs.

¹ "Dynamic Estimates of the Macroeconomic Effects of Tax Rate Increases and Other Tax Policy Changes", National Association of Manufacturers, April 2021 - <https://www.nam.org/wp-content/uploads/2021/04/NAM-Tax-Study-2021.pdf>

The U.S. metalcasting industry is responsible for more than 490,000 jobs (direct and indirect) in every state in the nation that pay more than \$32 billion in wages and benefits. The industry is composed of 1,675 facilities, with 80% employing fewer than 100 employees. These small businesses are truly the backbone of our economy, providing good-paying manufacturing jobs.

AFS Message to Congress

More than ever, we need Congress to strengthen the global competitiveness of U.S. manufacturers and maintain a competitive tax code—not increase our costs. The country needs a bipartisan package focused on real infrastructure with a sensible funding mechanism to pay for these critical investments. Lawmakers should consider private sector and industry investment through public infrastructure bonds and municipal infrastructure bonds, as well as a national infrastructure bank to fund infrastructure.

The American Foundry Society (AFS) urges our lawmakers to work in a bipartisan manner to pass a comprehensive infrastructure package and consider the following:

- **Issue Tax-Exempt Bonds** – These bonds provide state and local governments, as well as private-sector purchasers, with tax credits to attract non-federal investment to help grow and repair America’s aging infrastructure.
- **Establish a National Infrastructure Bank** (initially capitalized by a federal investment) – This bank would offer long-term, low-interest loans to finance projects that are larger than \$100 million, achieve goals of regional or national importance, and backed by an identified revenue stream that repays the loan.
- **Address the Urgent Shortage of Truck Drivers** by supporting the **DRIVE-Safe Act (H.R.1745/S.659)**, which enhances safety and training standards for newly qualified and current drivers by offering younger drivers (18-21) with the opportunity to enter the industry safely through the creation of a two-step apprenticeship program. Trucks move 70% of all freight in the United States and, without drivers to move that freight, prices and wait times are increasing for metalcasters and consumers.
- **Streamline the Permitting Process at the Federal, State, & Local Level** – It takes, on average, five years to complete an environmental impact statement, a federal requirement for many projects.
- **Ensure the Use of American-Made Materials** – Require that the iron, steel, nonferrous metals, and manufactured products used to rebuild the nation’s infrastructure is produced domestically, including metal castings. Specifically, extend Buy America provisions to all federal infrastructure programs.

AFS urges lawmakers to cosponsor and support passage of these pro-manufacturing tax reform bills:

- **Main Street Tax Certainty Act of 2021 (H.R. 1381/S. 480)**
 - Ensures that Section 199A, the Small Business Deduction, is made permanent for millions of businesses organized as sole proprietorships, S corporations, and partnerships, including many metalcasters. Section 199A allows small businesses to deduct up to 20% of net business income from their taxes.
 - Expires at the end of 2025, without congressional action.
- **Accelerate Long-Term Investment Growth Now (ALIGN) Act (H.R./S.)**
 - Make full expensing provisions permanent, which allows businesses to immediately deduct the cost of new capital equipment purchases (machinery, equipment, etc.) in the year they are purchased, instead of being depreciated under complex IRS rules.
 - Unfortunately, full expensing begins to phase down in 2022 and will fully expire in 2027.

- **American Innovation and R&D Competitiveness Act (H.R. 1304) & American Innovation and Jobs Act (S. 749)**
 - Permanently repeal the R&D amortization provision.
 - Currently manufacturers can immediately deduct 100% of their R&D expenses in the year in which they are incurred. However, starting in 2022, businesses will be required to amortize or deduct over a period of years their R&D expenses.
 - Manufacturers perform nearly two-thirds of all private sector R&D.

For further information, contact the:
American Foundry Society - Washington Office
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AFS Message to Congress

Support the **Main Street Tax Certainty Act of 2021 (H.R. 1381/S. 480)**, which ensures that Section 199A, the Small Business Deduction, is made permanent for millions of businesses organized as S corporations and partnerships, including many metalcasters. Section 199A allows small businesses to deduct up to 20% of net business income from their taxes. It expires at the end of 2025, without congressional action.

Urge your Senators to co-sponsor and support passage of the Main Street Tax Certainty Act of 2021 (S.480). Thank the following Senators for co-sponsoring:

Senator Roy Blunt [R-MO]
Senator Bill Cassidy [R-LA]
Senator Steve Daines [R-MT]*

Senator John Kennedy [R-LA]
Senator Rob Portman [R-OH]
Senator Tim Scott [R-SC]

To co-sponsor the Main Street Tax Certainty Act of 2021 (S.480), contact: PJ Austin, pj_austin@daines.senate.gov, office of Senator Steve Daines (R-MT).

Urge your House lawmakers to co-sponsor and support passage of the Main Street Tax Certainty Act of 2021 (H.R. 1381). Thank the following House members for cosponsoring:

Rep. Rick Allen [R-GA-12]
Rep. Jodey Arrington [R-TX-19]
Rep. Don Bacon [R-NE-2]
Rep. Jim Baird [R-IN-4]
Rep. Jim Banks [R-IN-3]
Rep. Cliff Bentz [R-OR-2]
Rep. Ted Budd [R-NC-13]
Rep. Tim Burchett [R-TN-2]
Rep. Jerry Carl [R-AL-1]
Rep. Madison Cawthorn [R-NC-11]
Rep. Ben Cline [R-VA-6]
Rep. Tom Cole [R-OK-4]
Rep. James Comer [R-KY-1]
Rep. Rick Crawford [R-AR-1]
Rep. Henry Cuellar [D-TX-28]
Rep. John Curtis [R-UT-3]
Rep. Rodney Davis [R-IL-13]
Rep. Scott DesJarlais, [R-TN-4]
Rep. Ron Estes [R-KS-4]
Rep. Randy Feenstra [R-IA-4]
Rep. Andrew Garbarino [R-NY-2]
Rep. Anthony Gonzalez [R-OH-16]

Rep. Josh Gottheimer [D-NJ-5]
Rep. Michael Guest, [R-MS-3]
Rep. Diana Harshbarger [R-TN-1]
Rep. Kevin Hern [R-OK-1]
Rep. Yvette Herrell [R-NM-2]
Rep. Ashley Hinson [R-IA-1]
Rep. Ronny Jackson [R-TX-13]
Rep. Chris Jacobs [R-NY-27]
Rep. John Katko [R-NY-24]
Rep. David Kustoff [R-TN-8]
Rep. Darin LaHood [R-IL-18]
Rep. Doug Lamborn [R-CO-5]
Rep. Bob Latta [R-OH-5]
Rep. Jake LaTurner [R-KS-2]
Rep. Debbie Lesko [R-AZ-8]
Rep. Billy Long [R-MO-7]
Rep. Blaine Luetkemeyer [R-MO-3]
Rep. Nancy Mace [R-SC-1]
Rep. Tracey Mann [R-KS-1]
Rep. Lisa McClain [R-MI-10]
Rep. Peter Meijer [R-MI-3]
Rep. Daniel Meuser [R-PA-9]

Rep. John Moolenaar [R-MI-4]
Rep. Barry Moore [R-AL-2]
Rep. Ralph Norman [R-SC-5]
Rep. Steven Palazzo [R-MS-4]
Rep. Scott Perry [R-PA-10]
Rep. Bill Posey [R-FL-8]
Rep. Guy Reschenthaler [R-PA-14]
Rep. Tom Rice [R-SC-7]
Rep. Mike Rogers [R-AL-3]
Rep. John Rutherford [R-FL-4]
Rep. Adrian Smith [R-NE-3]
Rep. Jason Smith [R-MO-8]*
Rep. Lloyd Smucker [R-PA-11]
Rep. Elise Stefanik [R-NY-21]
Rep. Steve Stivers [R-OH-15]
Rep. Van Taylor [R-TX-3]
Rep. Michael Turner [R-OH-10]
Rep. Jeff Van Drew [R-NJ-2]
Rep. Jackie Walorski [R-IN-2]

To co-sponsor the Main Street Tax Certainty Act of 2021 (H.R. 1381) contact: Kathryn Chakmak, kathryn.chakmak@mail.house.gov, office of Rep. Jason Smith (R-MO).



AFS Message to Congress

Support the **Accelerate Long-Term Investment Growth Now (ALIGN) Act** to make full expensing provisions permanent, known as bonus depreciation. This will ensure that a key incentive for American growth, investment, and innovation remains in place beyond its scheduled phaseout beginning in 2023. Currently, metalcasters can immediately deduct the cost of new capital equipment purchases (machinery, equipment, etc.) in the year they are purchased, instead of being depreciated under complex IRS rules. Unfortunately, full expensing begins to phase down in 2022 and will fully expire in 2027.

Urge your Senators to co-sponsor and support passage of the Accelerate Long-Term Investment Growth Now (ALIGN) Act. Thank the following Senators for co-sponsoring:

Sen. John Barrasso [R-WY]
Sen. Roy Blunt [R-MO]
Sen. Mike Braun [R-IN]
Sen. Kevin Cramer [R-ND]
Sen. Ted Cruz [R-TX]
Sen. James Lankford [R-OK]
Senator Rob Portman [R-OH]

Sen. Jim Risch [R-ID]
Sen. Marco Rubio [R-FL]
Sen. Tim Scott [R-SC]
Sen. John Thune [R-SD]
Sen. Pat Toomey [R-PA]
Sen. Thom Tillis [R-NC]
Sen. Todd Young [R-IN]

To co-sponsor the ALIGN Act, contact: Christian Chelak, Legislative Aide, christian_chelak@toomey.senate.gov, office of Senator Pat Toomey (R-PA).

Urge your House lawmakers to co-sponsor and support passage of the Accelerate Long-Term Investment Growth Now (ALIGN) Act. Thank the following House members for cosponsoring:

Rep. Jodey Arrington [R-TX-19]*Sponsor
Rep. Vern Buchanan [R-FL-16]
Rep. Ron Estes [R-KS-4]
Rep. Drew Ferguson [R-GA-3]
Rep. Kevin Hern [R-OK-1]
Rep. Mike Kelly [R-PA-16]
Rep. Darin LaHood [R-IL-18]
Rep. Carol Miller [R-WV-03]

Rep. Devin Nunes [R-CA-22]
Rep. Tom Reed [R-NY-23]
Rep. Adrian Smith [R-NE-3]
Rep. Jason Smith [R-MO-8]
Rep. Tom Rice [R-SC-7]
Rep. David Schweikert [R-AZ-6]
Rep. Lloyd Smucker [R-PA-11]
Rep. Jackie Walorski [R-IN-02]
Rep. Brad Wenstrup [R-OH-2]

To co-sponsor the Accelerate Long-Term Investment Growth Now (ALIGN) Act, contact: Mason Champion, Legislative Assistant, mason.champion@mail.house.gov, office of Rep. Jodey Arrington (R-TX).



AFS Message to Congress

Support the American Innovation and Jobs Act (S. 749) and the American Innovation and R&D Competitiveness Act (H.R. 1304). These bills would preserve the ability of metalcasters to immediately deduct research and development (R&D) expenses. Immediate R&D expensing incentivizes long-term investments in innovation and technological breakthroughs. Currently, manufacturers can deduct 100% of their R&D expenses in the year in which they are incurred. However, starting in 2022, businesses will be required to amortize or deduct over a period of years their R&D expenses. Manufacturers perform nearly two-thirds of all private sector R&D.

Urge your Senators to co-sponsor and support passage of the American Innovation and Jobs Act (S. 749). Thank the following Senators for co-sponsoring:

Sen. Roy Blunt [R-MO]	Senator Rob Portman [R-OH]
Sen. Shelley Moore Capito [R-WV]	Sen. Ben Sasse [R-NE]
Sen. Catherine Cortez Masto [D-NV]	Sen. Kyrsten Sinema [D-AZ]
Sen. Mark Kelly [D-AZ]	Sen. Todd Young [R-IN]
Sen. Maggie Hassan [D-NH]*	

To co-sponsor the American Innovation and Jobs Act (S. 749), contact: Jay Weismuller, Senior Policy Advisor, jay_weismuller@hassan.senate.gov, office of Senator Maggie Hassan (D-NH).

Urge your House lawmakers to co-sponsor and support passage of the American Innovation and R&D Competitiveness Act (H.R. 1304). Thank the following House members for cosponsoring:

Rep. Jodey Arrington [R-TX-19]	Rep. Brian Fitzpatrick [R-PA-1]	Rep. Stephanie Murphy [D-FL-7]
Rep. Earl Blumenauer [D-OR-3]	Rep. Kevin Hern [R-OK-1]	Rep. Jimmy Panetta [D-CA-20]
Rep. Suzanne Bonamici [D-OR-1]	Rep. Mike Kelly [R-PA-16]	Rep. Terri Sewell [D-AL-7]
Rep. Brendan Boyle [D-PA-2]	Rep. Ron Kind [D-WI-3]	Rep. Jason Smith [R-MO-8]
Rep. Ken Buck [R-CO-4]	Rep. Darin LaHood [R-IL-18]*	Rep. Marilyn Strickland [D-WA-10]
Rep. John Curtis [R-UT-3]	Rep. John Larson [D-CT-1]*	Rep. Thomas Suozzi [D-NY-3]
Rep. Suzan DelBene [D-WA-1]	Rep. Debbie Lesko [R-AZ-8]	Rep. Jackie Walorski [R-IN-02]
Rep. Ron Estes [R-KS-4]	Rep. Carol Miller [R-WV-03]	
Rep. Drew Ferguson [R-GA-3]	Rep. Gwen Moore [D-WI-4]	

To co-sponsor the American Innovation and R&D Competitiveness Act (H.R. 1304), contact: Scott Stephanou, Chief of Staff, scott.stephanou@mail.house.gov, office of Rep. John Larson (D-CT), or Ashley Antoskiewicz, Deputy Chief of Staff, ashley.antoskiewicz@mail.house.gov, office of Rep. Darin LaHood (R-IL).



Invest in Our Nation's Water Infrastructure

America's Water Infrastructure Is Essential to Our Nation's Future

Water infrastructure plays a vital role in our daily life. More than a million miles of buried pipes ensure reliable water is transported from collection through the treatment process. The coronavirus pandemic has shone a light on the importance of providing communities with safe drinking water for public health, hydration, and hygiene needs.

Nationwide, a large proportion of our water infrastructure—including drinking water, wastewater and stormwater systems—is approaching, or has already reached, the end of its useful life. According to U.S. Environmental Protection Agency (EPA) estimates, the nation's drinking water and wastewater infrastructure will require nearly \$750 billion over 20 years just to maintain current levels of service. This does not include PFAS, lead, emerging contaminants, or climate change resilience.

U.S. metalcasters manufacture critical components that are used in the distribution, transmission, and maintenance of our water infrastructure systems throughout the United States. Examples of these types of castings include pipes, pumps, valves, water meters, fire hydrants, manhole covers, drainage grates and other key components.

EPA maintains several loan and grant programs that provide key funding sources to help states and communities meet critical and costly water challenges. Continued bipartisan congressional support is needed to ensure communities across the nation have the funding and resources to make these critical investments to support essential water infrastructure modernization projects in urban and rural areas across the nation.

AFS Message to Congress

The American Foundry Society (AFS) urges lawmakers to invest in our nation's water infrastructure by:

- **Utilizing the bipartisan bill, the Drinking Water and Wastewater Infrastructure Act of 2021 (S. 914)**, which passed the Senate with strong bipartisan support at the end of April, as a starting point for bipartisan negotiations on water infrastructure.
- **Fully supporting authorized funding for the following water programs in the Fiscal Year 2022 appropriations bill:**
 - **Clean Water State Revolving Fund** - Reauthorize and provide increased funding. It is the main source of federal funding to clean water infrastructure. Since 1988, Congress has provided \$45 billion in federal capitalization grants, which have generated more than \$133 billion in clean water infrastructure projects.
 - **Drinking Water State Revolving Fund** - Reauthorize and double funding. These capitalization grants have generated more than \$41.1 billion funding to help cities and towns to carry out more than 15,000 projects to upgrade drinking water infrastructure since 1996.
 - **Water Infrastructure Finance & Innovation Act (WIFIA)** - Reauthorize and provide increased funding for WIFIA. FY21 appropriations provide \$65 million for WIFIA to leverage into as much as \$12.5 billion worth of loans and loan guarantees for major drinking water and wastewater infrastructure projects.

- **Sewer Overflow and Stormwater Reuse Municipal (Section 221) Grant Program** – Continue supporting this program. It received funding for the first time in FY20 and FY21 and targets a crucial void in sewer and stormwater projects.
- **Lead Pipe Replacement** – Full funding for water utilities to fully replace lead service lines nationwide. Across the country, over nine million homes and schools still get their drinking water through a lead pipe.
- **Pilot Program for Alternative Water Source Grants** – Reauthorize program which provides communities across the country with the tools they need to improve water quality, build climate resilience, and enhance supplies.
- **Maintain and strengthen Buy America(n) requirements** for federally funded water infrastructure projects utilizing America-made iron, steel, and nonferrous manufactured products, including applying the American Iron and Steel requirement to the sewer overflow/stormwater grant program.
- **Encourage the use of resilient materials in water infrastructure construction**
 - Recent disasters have demonstrated the risks associated with using flammable and weak materials. Metal castings manufactured by U.S. metalcasters are proven to be resilient, non-flammable and durable, and can withstand earthquakes, wildfires, hurricanes, and wind/ice storms.

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Support Strong Buy America

Provisions Across All Federal Agencies

The U.S. metalcasting industry is well-suited to play a significant role in infrastructure projects. For more than a century, America's metalcasters have supplied the vast needs of our nation's highway, bridge, transit, rail, airport, water, construction, energy, and other critical infrastructure. These markets are critically important to the domestic metalcasting industry and its workers.

Manufacturing in the United States faces significant challenges due to a number of trade factors, including foreign unfair trade practices that have caused repeated surges of subsidized imports into the U.S. market. Furthermore, China's state-owned and state-subsidized manufacturers should not have access to American tax dollars. Buy America is a commonsense commitment to critical domestic industries that provide family-supporting jobs across the nation instead of sending them overseas to China.

AFS applauds President Biden's announcement in April to fill the first Made in America Director at the Office of Management and Budget (OMB), underscoring the administration's deep commitment to advancing "Buy America(n)" and "Make It in America" policies. This office will be responsible for reviewing Buy American waivers and ensuring the federal procurement process rewards U.S.-based businesses, including small companies and minority entrepreneurs.

Improvements to Buy America requirements ensures that metalcasting production occurs here in the United States. Applying stronger Buy America mandates to infrastructure investments will also help promote a cleaner economy by rewarding U.S. production that meets our environmental regulations.

AFS supports closing the Buy America loopholes and the expansion of Buy America across all major federally funded public infrastructure-related projects. Examples of programs with no Buy America coverage or inadequate Buy America coverage are:

- Highway projects
- Airport construction projects
- Water infrastructure projects
- Civil works projects
- Resilient community infrastructure projects
- Housing and community infrastructure projects
- Broadband projects
- Energy infrastructure projects
- School construction projects
- National parks infrastructure and maintenance projects

Even long-established Buy America laws are not adequately applied. For instance, the Federal Highway Administration (FHWA) is narrowly applied to only iron and steel products used for structures due to an outdated nationwide waiver. So currently, the vast majority of materials used to construct federally assisted highways, roads, and bridges do not have to be produced in the U.S.

AFS Message to Congress

AFS urges the House and Senate to support and cosponsor passage of these bills to close the Buy America loopholes to ensure the Buy America statute actually results in the purchase of American-made iron, steel, nonferrous and manufactured products for all federally funded infrastructure projects:

- **The Build America, Buy America Act (H.R./S.)** – Introduced by Senators Sherrod Brown (D-Ohio), Rob Portman (R-Ohio), Gary Peters (D-Mich.), and Mike Braun (R-Ind.), and Representative Tim Ryan (D-Ohio), Robert Aderholt (R-Ala.), and Frank Mrvan (D-Ind.).
 - Implements and applies Buy America rules to all taxpayer-funded infrastructure and public works projects.
 - Currently, Buy America rules have not been fully implemented with respect to all federal programs that provide grants for the construction of infrastructure. This means American-made iron, steel, nonferrous metals and manufactured products are required for some federal infrastructure projects, but not all.
- **The Made in America Act (H.R./S.)** - Introduced by Senators Tammy Baldwin (D-Wis.) and Mike Braun (D-Ill.) and Representative John Garamendi (D-Calif.), to expand Buy America across major federally funded public infrastructure projects. The bill would:
 - Identify federal programs that provide funding or financial assistance to infrastructure projects not currently subject to Buy America requirements.
 - Require all steel, iron, manufactured products, nonferrous metals, plastic, concrete and aggregates, glass, lumber, and drywall used in these programs to be produced in the U.S.
 - Require all manufacturing processes used in making the material be completed in the United States in order to qualify as “American made”.
- **BuyAmerican.gov Act (S. 732)** – Introduced by Senators Chris Murphy (D-Conn.), Lindsey Graham (R-S.C.), Debbie Stabenow (D-Mich.), Sherrod Brown (D-Ohio) and Rob Portman (R-Ohio).
 - Requires the General Services Administration (GSA) to establish a free, publicly available BuyAmerican.gov website providing a centralized online hub to increase transparency and ensure federal agencies prioritize the purchase of American-made goods.
 - Limit the use of waivers of Buy American laws. Under current law, federal agencies may use domestic content waivers to Buy American laws to purchase goods or services from foreign companies only in certain circumstances, for example, when an American-made good is unavailable or will significantly increase the cost of a product. However, federal agencies overuse this waiver authority and there is currently no easily-accessible government-wide system to track the use of these waivers by federal agencies.

For further information, contact the:
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AFS Message To Congress

Support The Build America, Buy America Act which will implement and **apply Buy America rules to all taxpayer-funded infrastructure and public works projects**. Currently, Buy America rules have not been fully implemented with respect to all federal programs that provide grants for the construction of infrastructure. This means American-made iron, steel, non-ferrous metals, and manufactured products are required for some federal infrastructure projects, but not all.

Urge your Senators to co-sponsor and support passage of The Build America, Buy America Act. Thank the following Senators for co-sponsoring:

Sen. Sherrod Brown [D-OH]*Sponsor

Sen. Mike Braun [R-IN]

Sen. Gary Peters [D-MI]

Sen. Rob Portman [R-OH]

To co-sponsor The Build America, Buy America Act, contact: Chad Bolt, chad_bolt@brown.senate.gov, Legislative Assistant, Office of Sen. Sherrod Brown (D-OH).

Urge your House lawmakers to co-sponsor and support passage of The Build America, Buy America Act. Thank the following House lawmakers for co-sponsoring:

Rep. Robert Aderholt [R-AL-4]

Rep. Frank Mrvan [D-IN-1]

Rep. Tim Ryan [D-OH-4]*Sponsor

To co-sponsor The Build America, Buy America Act, contact: Krystal Milam, krystal.milam@mail.house.gov, Legislative Assistant, office of Rep. Tim Ryan (D-OH).

Support The Made in America Act, which expands Buy America to across major federally funded public infrastructure projects and identifies federal programs that provide funding or financial assistance to infrastructure projects not currently subject to Buy America requirements. It will require that all steel, iron, manufactured products, non-ferrous metals, plastic, concrete and aggregates, glass, lumber, and drywall used in these programs is produced in the U.S.

Urge your Senators to co-sponsor and support passage of The Made in America Act. Thank the following Senators for co-sponsoring:

Sen. Tammy Baldwin [D-WI]*Sponsor

Sen. Mike Braun [R-IN]*

To co-sponsor The Made in America Act, contact: Amar Pandya, amar_pandya@baldwin.senate.gov, Legislative Aide, Office of Sen. Tammy Baldwin (D-WI).

Urge your House lawmakers to co-sponsor and support passage of The Made in America Act. Thank the following House lawmakers for co-sponsoring:

Rep. John Garamendi [D-CA-3]*Sponsor

To co-sponsor The Made in America Act, contact: Iain Hart, iain.hart@mail.house.gov, Legislative Director, Office of Rep. John Garamendi (D-CA).

Support the BuyAmerican.gov Act (S. 732), which requires the General Services Administration (GSA) to establish a free, publicly available BuyAmerican.gov website establishing a centralized online hub to increase transparency and ensure federal agencies prioritize the purchase of American-made goods.

Urge your Senators to co-sponsor and support passage of BuyAmerican.gov Act (S. 732). Thank the following Senators for co-sponsoring:

Sen. Sherrod Brown [D-OH]

Sen. Lindsey Graham [R-SC]

Sen. Chris Murphy [D-CT]

Sen. Debbie Stabenow [D-MI]

Sen. Rob Portman [R-OH]*Sponsor

To co-sponsor BuyAmerican.gov Act (S. 732), contact: Avery Pierson, avery_pierson@portman.senate.gov, Legislative Assistant, Office of Sen. Rob Portman (R-OH).

Note: There is no House companion bill at this time.



U.S. Metalcasters Face Workforce Shortage

A recent survey by the American Foundry Society (AFS) found that retaining and attracting quality workers is the number one challenge facing the U.S. metalcasting industry. This talent shortage ranges—from production level, maintenance, and technician positions—to machinists, electricians, patternmakers, and foundry engineers. Coming out of the pandemic, U.S. manufacturing is expected to increase at 3.6% annually.¹ Other key sectors are also experiencing a shortage of workers that impact the foundry industry. [For instance, trucks move 70% of all freight in the United States, and with the shortages of drivers to move that freight, prices and wait times are increasing for metalcasters and consumers.](#)

To compete globally, U.S. metalcasters require high-quality workers, as well as a strong technical workforce. Metalcasters are facing the following:

- Nearly one-fourth of the manufacturing workforce is age 55 or older. For the first time in US history, the working-age population is shrinking as the large Baby Boom generation continues to reach retirement age.
- The number of unemployment claims is the lowest since the pandemic began, falling in March 2021 to 6%—far below its peak of 15% earlier in the pandemic². The number of jobs available has also increased recently.
- When we talk about the challenges of manufacturing self-sufficiency for the U.S., onshoring, and all the national security benefits that come along with that, it’s absolutely critical that we rebuild that workforce in order to maintain U.S. competitiveness.
- Current staffing shortages mean the potential for reduced operating hours at foundries, and many companies are having to lean on current employees to work overtime.

AFS, along with our chapter organizations, works diligently to attract employees to our industry. Metalcasters introduce the metalcasting process through “Foundry in a Box,” with interactive demonstrations at local elementary schools, middle schools, high schools, science fairs, and other venues. Forty-one student chapters exist at universities and community colleges across North America. Many AFS chapters provide support, including scholarships, to students at community colleges and universities with metalcasting programs. In turn, our member companies provide internships for these students, and many obtain full-time positions at foundries when they graduate.

AFS supports better coordination among educators, government, and the private sector to recruit prospective students and employees into high-quality manufacturing jobs. In particular, [AFS advocates for policies and legislation that increase student access to high-quality Career Technical Education \(CTE\) programs of study necessary to prepare them for rewarding careers in](#)

¹ “Small Manufacturers Take on the Skills Shortage,” Katie Takacs, Industry Week, March 16, 2021 -

<https://www.industryweek.com/talent/article/21158133/small-manufacturers-take-on-the-skills-shortage>

² “US jobless claims fall to 547,000, another pandemic low,” Christopher Rugaber, AP News, April 22, 2021 –

<https://apnews.com/article/ap-top-news-pandemics-jobless-claims-business-health-6987e16b710d5db599ae4f429fcd7deb>

manufacturing. Furthermore, training programs should be continually evaluated and refined to reflect the needs of the current and emerging manufacturing workplace. Federal funds slated for higher education programs should be available for non-traditional, non-four-year programs, [growing apprenticeship opportunities](#), short-term manufacturing-related job training programs, and other technical training programs.

AFS Message to Congress

To strengthen America’s metalcasting sector, we need to utilize all the tools and resources available to help us attract and train new talent. The American Foundry Society (AFS) urges lawmakers to support and cosponsor:

- **[Jumpstart Our Businesses By Supporting Students \(JOBS\) Act of 2021 \(H.R. 2037 / S.864\)](#)** - Introduced by Senators Tim Kaine (D-VA) and Rob Portman (R-OH), and Representatives Andy Levin (D-MI), Anthony Gonzalez (R-OH), Steven Horsford (D-NV), Jaime Herrera Beutler (R-WA), Abigail Spanberger (D-VA), John Katko (R-NY), Lisa Blunt Rochester (D-DE), and Ashley Hinson (R-IA).
 - Expands Pell Grant eligibility to students enrolled in rigorous and high-quality short-term skills and job training programs (less than 15 weeks) that lead to industry-based credentials.
 - Requires at least 150 clock hours of instruction time over a period of not less than 8 weeks and not more than 15 weeks.

- **[Increased funding for the Carl D. Perkins Career and Technical Education Act \(Perkins Act\) in the Fiscal Year 2022 \(FY22\) Labor, HHS, and Education Appropriations bill.](#)**
 - Perkins Act funding impacts millions of career and technical education (CTE) students across the United States, as well as the business community, which relies on these programs for a skilled workforce.
 - CTE programs provide opportunities for students to engage with employers and participate in internships, apprenticeships, and other on-the-job experiences.
 - Now more than ever, individuals need access to upskilling and reskilling opportunities to be part of the evolving workforce.

- **[National Apprenticeship Act of 2021 \(H.R. 447\)](#)** – Introduced by Rep. Bobby Scott (D-VA) and approved by the House of Representatives in February 2021. The bill is expected to be considered in by the Senate.
 - Authorizes \$3.5 billion over five years to expand registered apprenticeship, youth apprenticeship and pre-apprenticeship programs across the country.
 - Establishes a new Modernizing Apprenticeship Programs for the 21st Century grants program within the Department of Labor to support the expansion of apprenticeship programs in key sectors including manufacturing.

- **[Building U.S. Infrastructure by Leveraging Demands for Skills \(BUILDS\) Act \(H.R. 2459/S. 1078\)](#)** - Introduced by Senators Tim Kaine (D-VA) and Rob Portman (R-OH), and Representatives Suzanne Bonamici (D-OR) and Glenn “GT” Thompson (R-PA).
 - Engages businesses by connecting them with education providers to develop classroom curricula to complement on-the-job learning, supports participants in work-based learning programs, trains managers and front-line workers to serve as mentors, and recruits individuals for work-based learning.

- Improves worker training and provide more resources for job training programs targeted toward in-demand infrastructure-related jobs.
- **Developing Responsible Individuals for a Vibrant Economy, or DRIVE-Safe Act (H.R.1745/S.659)**
 - Introduced by Senators Todd Young (R-Ind.) and Jon Tester (D-Mont.), along with Tom Cotton (R-Ark.), Jim Inhofe (R-Okla.), Angus King (I-Maine), Joe Manchin (D-W.V.), Jerry Moran (R-Kan.), and Kyrsten Sinema (D-Ariz.), as original cosponsors of the bipartisan bill. In the House, introduced by Rep. Trey Hollingsworth (R-Ind.), along with Jim Cooper (D-TN), Bruce Westerman (R-Ark.), Henry Cuellar (D-TX), Troy Balderson (R-OH), Elissa Slotkin (D-MI), Darrin LaHood (R-IL), Jared Golden (D-Maine) and Ashley Hinson (R-IA).
 - Designed to enhance safety training and remedy the truck driver shortage by offering younger drivers (18-21) the opportunity to enter the industry safely through the creation of a two-step apprenticeship program.
 - Current federal law does not allow drivers between 18 and 20 years old who possess a commercial driver license to drive Class 8 trucks across state lines.
 - Driver shortage has resulted in inefficiencies in the supply chain and distribution system. This particularly affects metalcasters, who rely on shipments of critical supplies to the foundry, and the shipment of final castings from the foundry.

For further information, contact the:
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AFS Message To Congress

Support the **Jumpstart Our Businesses By Supporting Students (JOBS) Act of 2021 (H.R. 2037 / S. 864)**, which expands Pell Grant eligibility to students enrolled in rigorous and high-quality short-term skills and job training programs that lead to industry-based credentials. It requires at least 150 clock hours of instruction time over a period of not less than 8 weeks and not more than 15 weeks.

Urge your Senators to co-sponsor and support passage of the Jumpstart Our Businesses By Supporting Students (JOBS) Act of 2021 (S. 864). Thank the following Senators for co-sponsoring:

Sen. Tammy Baldwin [D-WI]	Sen. Maggie Hassan [D-NH]
Sen. John Barrasso [R-WY]	Sen. John Hoeven [R-ND]
Sen. Richard Blumenthal [D-CT]	Sen. James Inhofe [R-OK]
Sen. Roy Blunt [R-MO]	Sen. Tim Kaine [D-VA]*Sponsor
Sen. John Boozman [R-AR]	Sen. Mark Kelly [D-AZ]
Sen. Mike Braun [R-IN]	Sen. Angus King [I-ME]
Sen. Sherrod Brown [D-OH]	Sen. Amy Klobuchar [D-MN]
Sen. Shelley Moore Capito [R-WV]	Sen. Roger Marshall [R-KS]
Sen. Ben Cardin [D-MD]	Sen. Jerry Moran [R-KS]
Sen. Susan Collins [R-ME]	Sen. Rob Portman [R-OH]
Sen. Chris Coons [D-DE]	Sen. Jeanne Shaheen [D-NH]
Sen. Catherine Cortez Masto [D-NV]	Sen. Kyrsten Sinema [D-AZ]
Sen. Kevin Cramer [R-ND]	Sen. Tina Smith [D-MN]
Sen. Steve Daines [R-MT]	Sen. Debbie Stabenow [D-MI]
Sen. Tammy Duckworth [D-IL]	Sen. Dan Sullivan [R-AK]*
Sen. Joni Ernst [R-IA]	Sen. Mark Warner [D-VA]
Sen. Dianne Feinstein [D-CA]	Sen. Roger Wicker [R-MS]
Sen. Kirsten Gillibrand [D-NY]	

To co-sponsor the JOBS Act of 2021 (S. 864), contact: Evan McWalters, evan_mcwalters@kaine.senate.gov, Legislative Assistant, Office of Sen. Tim Kaine (D-VA).

Urge your House lawmakers to co-sponsor and support passage of the Jumpstart Our Businesses By Supporting Students (JOBS) Act of 2021 (H.R. 2037). Thank the following House lawmakers for co-sponsoring:

Rep. Lisa Blunt Rochester [D-DE-At Large]	Rep. Bill Johnson [R-OH-6]
Rep. Tom Cole [R-OK-4]	Rep. John Katko [R-NY-24]
Rep. Anthony Gonzalez [R-OH-16]	Rep. Andy Levin [D-MI-9]*Sponsor
Rep. Jaime Herrera Beutler [R-WA-3]	Rep. Jason Smith [R-MO-8]
Rep. Ashley Hinson [R-IA-1]	Rep. Abigail Spanberger [D-VA-7]
Rep. Steven Horsford [D-NV-4]	

To co-sponsor the JOBS Act of 2021 (H.R. 2037), contact: Courtney Laudick, courtney.laudick@mail.house.gov, Senior Legislative Assistant, office of Rep. Andy Levin (D-MI).



AFS Message To Congress

Address the shortage of truck drivers by **supporting the DRIVE-Safe Act (S. 659 / H.R. 1374)**, which enhances safety and training standards for newly qualified and current drivers by offering younger drivers (18-21) the opportunity to enter the industry safely by creating a two-step apprenticeship program.

Urge your Senators to co-sponsor and support passage of the DRIVE-Safe Act (S. 659). Thank the following Senators for co-sponsoring:

Sen. Marsha Blackburn [R-TN]
Sen. Roy Blunt [R-MO]
Sen. Mike Braun [R-IN]
Sen. Susan Collins [R-ME]
Sen. Tom Cotton [R-AR]
Sen. Ted Cruz [R-TX]
Sen. Steve Daines [R-MT]
Sen. Joni Ernst [R-IA]
Sen. Cindy Hyde-Smith [R-MS]

Sen. James Inhofe [R-OK]
Sen. Angus King [I-ME]
Sen. Joe Manchin [D-WV]
Sen. Roger Marshall [R-KS]
Sen. Jerry Moran [R-KS]
Sen. James Risch [R-ID]
Sen. Kyrsten Sinema [D-AZ]
Sen. Jon Tester [D-MT]
Sen. Roger Wicker [R-MS]
Sen. Todd Young [R-IN]* Sponsor

To co-sponsor the DRIVE-Safe Act (S. 659), contact: Dan Cheever, dan_cheever@young.senate.gov, Legislative Assistant, Office of Sen. Todd Young (R-IN).

Urge your House lawmakers to co-sponsor and support passage of the DRIVE-Safe Act (H.R. 1745). Thank the following House lawmakers for co-sponsoring:

Rep. Jim Baird [R-IN-4]	Rep. Brett Guthrie [R-KY-2]	Rep. Gary Palmer [R-AL-6]
Rep. Troy Balderson [R-OH-12]	Rep. Vicky Hartzler [R-MO-4]	Rep. Greg Pence [R-IN-6]
Rep. Gus Bilirakis [R-FL-12]	Rep. Jody Hice [R-GA-10]	Rep. Scott Perry [R-PA-10]
Rep. Mike Bost [R-IL-12]	Rep. Ashley Hinson [R-IA-1]	Rep. Mike Rogers [R-AL-3]
Rep. Jerry Carl [R-AL-1]	Rep. Troy Hollingsworth [R-IN-9]*	Rep. Matt Rosendale [R-MT-At Large]
Rep. James Comer [R-KY-1]	Rep. Bill Johnson [R-OH-6]	Rep. Elissa Slotkin [D-MI-8]
Rep. Jim Cooper [D-TN-5]	Rep. Mike Johnson [R-LA-4]	Rep. Adrian Smith [R-NE-3]
Rep. Henry Cuellar [D-TX-28]	Rep. John Katko [R-NY-24]	Rep. Greg Steube [R-FL-17]
Rep. Warren Davidson [R-OH-8]	Rep. David Kustoff [R-TN-8]	Rep. Van Taylor [R-TX-3]
Rep. Scott DesJarlais [R-TN-4]	Rep. Darin LaHood [R-IL-18]	Rep. Glenn "GT" Thompson [R-PA-15]
Rep. Russ Fulcher [R-ID-1]	Rep. Bob Latta [R-OH-5]	Rep. Tom Tiffany [R-WI-7]
Rep. Mike Gallagher [R-WI-8]	Rep. Nancy Mace [R-SC-1]	Rep. Ann Wagner [R-MO-2]
Rep. Bob Gibbs [R-OH-7]	Rep. David McKinley [R-WV-1]	Rep. Bruce Westerman [R-AR-4]
Rep. Jared Golden [D-ME-2]	Rep. Carol Miller [R-WV-3]	Rep. Robert Wittman [R-VA-1]
Rep. Michael Guest [R-MS-3]	Rep. Steven Palazzo [R-MS-4]	Rep. Don Young [R-AK-At Large]

To co-sponsor the DRIVE-Safe Act (H.R. 1745), contact: Maddie Mitchell, maddie.mitchell@mail.house.gov, Legislative Assistant, office of Rep. Trey Hollingsworth (R-IN).