

Transportation, Logistics, and Green Jobs

Thus far, the future of work has broadly been defined through the United States' unpreparedness for national and global emergencies. Throughout the COVID-19 pandemic, the nation has experienced a significant strain on our manufacturing industries and highlighted systemic issues in the supply chain. Furthermore, climate change has created catastrophes across the U.S. and spotlighted the nation failing infrastructure. Leaders nationally and locally are calling for the reinvestment in infrastructure, manufacturing, transportation, and logistics to prepare our communities. Illinois has been and can continue to be a leader across industries for businesses and workforces as we look toward the future of work.

The [Biden administration has heralded industrial policy as an essential](#) part of recovering from the COVID-19 pandemic and recession. The administration also advocates the wider use of industrial policy to prepare the country for the future. Industrial policy is an illusive term for many policymakers. The Roosevelt Institute defines industrial policy as [“any government policy that encourages resources to shift from one industry or sector into another, by changing input costs, output prices, or other regulatory treatment.”](#) The government can use many tools to shift priorities, ranging from removing barriers to direct planning. [Tucker breaks down mechanisms:](#)

To many observers, industrial policy is a euphemism for imposing tariffs; in reality, the industrial policy toolkit is expansive and multipronged. Such tools include measures that aim to make inputs to a given industrial process (labor, capital, and other supplies) more expensive, less expensive, unavailable, or of different quality; make the outputs of an industry easier, harder, or impossible to sell on the market; alter industrial governance and ownership structures; a coordinate between the previous measures. In practice, many tools affect inputs, outputs, ownership, and coordination simultaneously.

Industrial policy can prepare for and prevent recessions, climate disasters, and global conflict. Industrial planning is not new to the United States, used [since the beginning of the nation to create a national bank.](#) More recently, the Department of Defense used industrial policy to move materials and products away from civilians to wartime efforts starting with World War II. Industrial policy was even used to [coordinate resources for the NASA moon](#) mission during the Cold War. The United State's renewed interest in industrial policy is widely an effort to compete with China's ever-expanding investments in infrastructure and manufacturing.

The Biden administration's emphasis on industrial policies focuses on [“supply chain resilience, targeted public investment, public procurement, climate resilience, and equity.”](#) The [Defense Production Act](#) is a historical industrial policy mechanism that allows the executive branch to use alignment and procurement powers to prepare the nation for current or future emergencies, including war, natural disasters, and recently global pandemics. For example, President Biden used the Defense Production Act to fast-track mask production for national usage and vaccine

production. Todd Tucker with the Roosevelt Institute argues the Defense Production Act could be a powerful tool to prevent and prepare for climate and supply chain emergencies.

Steve Viscelli's research on the trucking industry with the Kleinman Center provides a window into the possibilities of industrial policy. Viscelli's research advocates for [urban truck ports](#), where two types of trucks, one for long haul and one for urban driving, can swap their loads allowing the differing trucks to better deliver products. The current long-haul trucking system is inefficient for everyone: workers experience long hours, the inefficiency of truck design leads to a large amount of emission, and consumers deal with delayed and canceled deliveries because of supply chain blocks. However, urban trucks posts offer a potential new solution, one in which drivers and their trucks specialize in long haul or urban driving to increase efficiency. Urban truck ports provide an example of one of the many ways the United States and Illinois could invest in new and emerging energy, transportation, and logistics solutions that are feasible to pass through industrial policy.

As federal money passes to support state programs and initiatives, Illinois must have strong manufacturing, logistics, and infrastructure to utilize and participate in the investments. Fortunately, Illinois has already begun the essential steps to prepare Illinois for the industries of the future.

[In September of 2021, Governor Pritzker signed the Climate and Equitable Jobs Act, a nationally leading green economy bill.](#) The legislation sets Illinois on a path to a 100% clean energy future by 2050, and delivers 100% carbon-free power by 2045, by closing coal and fossil gas on timelines that guarantee climate action, public health protection, and prioritization of environmental justice communities. [The bill creates and improves paths for workers to find quality jobs, through workforce development, opportunities for the formerly incarcerated, improving labor standards, and centering diversity and inclusion in the creation of new projects for the green economy.](#)

The future of work will largely be defined by increased global cooperation from climate disasters to pandemics to the transportation of goods. As the United States begins to create a policy to grapple with this change, Illinois must be ready to lead the nation in its state preparedness as well. In the final content-focused meeting for the Future of Work Taskforce leaders and academics from across industries will delve deeper into these issues.

Reports Cited:

Roosevelt Institute- [Priorities And Allocations: How The Defense Production Act Allows Government To Mobilize Industry To Ensure Popular Well-Being](#)

Roosevelt Institute- [Industrial Policy and Planning: What It Is and How to Do It Better](#)

Crain's Chicago Business- [What equitable infrastructure means in a time of climate change](#)



Todd N. Tucker is a political scientist and Director of Industrial Policy and Trade at the Roosevelt Institute, where he helps lead research on global governance, democracy, and the administrative state.

A recognized expert on trade and political economy, Dr. Tucker has testified before legislatures and expert committees around the world. His writing has been featured in Politico, Time Magazine, Democracy Journal, the Financial Times, and the Washington Post.

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State Policy & Government Affairs at Waymo





Steve Viscelli is an economic sociologist who studies work, labor markets, automation, and public policy. He is currently a Faculty Fellow at the Kleinman Center for Energy Policy and Lecturer in the Department of Sociology at the University of Pennsylvania. Steve's first book *The Big Rig: Trucking and the Decline of the American Dream* explains how deregulation of trucking and the rise of independent contracting turned trucking from one of the best blue-collar jobs in the US into one of the toughest. His current research looks at the impact of self-driving trucks on truckers and ecommerce on last-mile delivery workers. In

addition to his academic research, Steve works with a range of public and private stakeholders to make the trucking industry more efficient, safer and a better place to work.

Kassie Beyer (she/her) is the Illinois Director for Jobs to Move America, building coalitions of community, environmental, and worker organizations to win benefits from local manufacturers and implement high-road purchasing policies throughout the state. Prior to joining JMA, Kassie worked as an organizer with SEIU Healthcare throughout the midwest developing comprehensive campaigns to raise standards for low-wage workers in the healthcare and child care industries. She is particularly interested in new organizing models for building worker power in non-traditional workplaces. Kassie also served as an organizer for Chicago Jobs with Justice helping unite unions with community based organizations to win racial and environmental justice fights.





Delmar Gillus is the Chief Operating Officer of Elevate Energy, located in Chicago, Illinois. As part of the Elevate team, Mr. Gillus is responsible for implementing operational, workforce development, and project management processes in support of Elevate Energy's growing portfolio of clean energy projects. Mr. Gillus currently leads Elevate's core operational functions and also supports business development, program design, project coordination, and contract management for Elevate's diverse energy efficiency and growing renewable energy programs.