

Support for the National Infrastructure Bank Act

As of 9/26/22

Organizations which Passed a Resolution Endorsing House Bill [HR 3339](#) (or HR 6422 previously)

Council of State Governments (CSG) East, August 17, 2022

National Association of Development Organizations (NADO), January 16, 2022

National Black Caucus of State Legislators, December 2, 2021

National Latino Farmers and Ranchers Trade Association, October 30, 2021

National Association of Minority Contractors

American Sustainable Business Council

Chamber of Eco Commerce

Alaska –

City of Anchorage, HR 3339, July 27, 2021

Democratic Party State Central Committee, February 6, 2021

California –

California Public Banking Alliance, September 26, 2022

California Assembly, AJR32, May 5, 2022

Huron City Council, June 1, 2022

Delaware –

Delaware Senate, SR 25, January 27, 2022

Florida –

Florida Association of Counties (FAC), HR 3339, Dec. 4, 2021

North Central Florida Regional Planning Council, June 24, 2021

Alachua County Board of Commissioners, Resolution No. 2021-

First Rail International, Ormond Beach, March 1, 2021

Georgia –

Central Georgia Trades and Labor Council, AFL-CIO, March 3, 2021

International Union of Elevator Constructors Local 32 of Atlanta

Georgia State Council of Machinists, Oct. 13, 2020

Illinois – City of Chicago's Mayor and Council, March 24, 2021, HR 6422

Indiana – Northern Indiana Passenger Rail Association

Maine – Legislature, Both Houses: SP 297, Senate Adopted 3/10/21, House Adopted 3/11/21

Michigan – City of Hamtramck, MI

Dearborn Heights City Council, MI

City Council of Inkster, MI

Missouri –

St. Louis County, Feb. 1, 2022

Nevada – Legislature, Both Houses: AJR 7, May 6, 2021

New Jersey –

New Jersey Assembly AR 25, March 24, 2022

New Jersey Senate SR81, June 3, 2021

Trenton City Council, February 7, 2019

New Mexico –

Democratic Party of New Mexico, March 2022

League of United Latin American Citizens (LULAC), HR 3339, May 21, 2022
and June 18, 2021

Central New Mexico Labor Council, February 5, 2021

New York –

Albany Common Council, Resolution No. 83.111.21,

Ulster County Legislature, Resolution No. 435, Oct. 19, 2021

New York State Association of Counties, Resolution #5, Sept. 13, 2021

Albany County Legislature Proclamation, August 27, 2021

City of Peekskill, Approved 2/22/21

Westchester County Board of Legislators, NY, Approved February 8, 2021

Westchester-Putnam Counties AFL-CIO Central Labor Body (New York)

Hudson Valley NY Building and Construction Trades Council

Elevator Constructors of New York

Local One International Union of Elevator Constructors Of New York and New
Jersey – (AFL-CIO)

Ohio –

Sylvania City & Township Democratic Club, March 26, 2022

Communication Workers of America (CWA) State Council of Ohio,
June 14, 2021

IBEW 245, Toledo

City of Cleveland, Resolution 218-2021, April 5, 2021

Bricklayers Local 7, Akron

Lucas County Ohio Board of County Commissioners

Western Reserve Building Trades, Ohio, November 12, 2020

Northwest Ohio Passenger Rail, October 15, 2020

Ohio CWA Local 4319

United Association of Plumbers and Pipefitters Toledo, Ohio

UA Local 50 Plumbers, Steamfitters and Service Mechanics, Northwood, Ohio

Toledo Metropolitan Area Council of Governments (Ohio)

City of Toledo, Ohio November 4, 2020

Toledo Area Jobs with Justice and Interfaith Worker Justice Coalition (Ohio)

All Aboard Ohio, June 22, 2020

Fulton County Ohio Democratic Party

Pennsylvania –

State College Borough Council, April 4, 2022

Philadelphia City Council, Resolution No. 210011, Passed
February 4, 2021

Northern Tier Central Labor Council, PA

West Philadelphia Corridor Collaborative

Allegheny County Pennsylvania, Bill 11965-20 passed July 14, 2020

Pittsburgh PA City Council, Sept. 15, 2020

Lancaster PA City Council, Sept. 8, 2020

Rhode Island –

State Senate Resolution S 0029, June 24, 2021

City of Providence, RI, September 14, 2020

Virginia –

Essex County Board of Supervisors, HR 3339, Adopted December 14, 2021

State AFL-CIO

Virginia State Building and Construction Trades Council

Virginia International Union of Elevator Constructors LOCAL UNION NO. 52

Hampton Roads VA Building and Construction Trades Council

Washington –

48th LD Washington Democrats Endorse NIB, March 9, 2022

Washington State SJM 8006, passed Senate 2/21/22; went to House

Committees

WA State 49th Legislative District Democrats, Feb. 22, 2022

WA State Federation of Democratic Women, Salish Sea Chapter, Jan 24, 2022

WA State 1st Legislative District Democrats, Nov. 15, 2021

King County Democratic Party

Seattle Indivisible, HR 3339, August 2021

WA State 34th Legislative District Democrats, HR 3339, July 14, 2021

Cascadia Rail, HR 3339

Wisconsin – Dodge County (Central Wisconsin), Resolution No. 21-09

Wisconsin Transit and Realty Group, HR 3339

Institutions which Introduced Resolutions in Support of HR 3339

(or HR 6422 previously):

National Conference of State Legislatures, at their August 2, 2022 Conference in Denver

Council of State Governments (CSG) Western Regional Conference, July 19-22, 2022, Boise, Idaho

Alabama State House of Representatives, HJR 67

Alaska Senate Resolution SJR14

Arizona Legislature, A Concurrent Memorial, SCM 1005

Council of State Governments – West, to be voted on July 19-22, 2022.

Florida Senate Resolution SM 1738,

Florida House Memorial HM 245, filed 10/11/2021

Georgia State Senate, Resolution 267

Illinois House Resolution HR 0434

Illinois Senate Resolution SR 480

New Mexico Senate SM 2

New Mexico House HM 47

North Carolina House Resolution 256, March 11, 2021

Ohio House of Representatives HR 19, 2021-22 Session

Pennsylvania State Democratic Party

South Carolina General Assembly, H. 3434, January 2021

Virginia House of Delegates, HR 225

Virginia House Joint Resolution, HR 550

Washington State House of Representatives Hearing on SJM 8006 February 21, 2022

Organizations which Passed a Resolution Endorsing this National Infrastructure Bank Without Citing the Bill Number:

National Congress of Black Women
National Association of Counties, July 11, 2021
National Federation of Federal Employees
Alabama Legislature---Both Houses Concurring, HJR 80
Illinois House of Representatives Passed Resolution in 2019
Ohio---Akron City Council
New Jersey---Mercer County Board of Freeholders
New Mexico---Rio-Arriba County Board of County Commissioners
Pennsylvania---
 County Commissioners Association of Pennsylvania, August 23, 2021
 Allentown City Council
 Northampton County Board of County Commissioners
 Northampton County Democratic Committee
Virginia---
 2020 Virginia Democratic Convention, passed June 20, 2020
 Fairfax County, Va. Democratic Committee
 Loudoun County, Va. Democratic Committee
 Loudoun County Va., Progressive Democrats
 Alexandria Va. Democratic Committee
 Our Revolution Northern Virginia
 Virginia's 10th Congressional District Democrats, May 2020
 Virginia's 8th Congressional District Democrats, May 2020
 SEIU Virginia 512

State Legislatures which Introduced Resolutions in support of the National Infrastructure Bank (many still pending)

Michigan --- Senate Resolution 77, introduced August 31, 2021
Minnesota House of Representatives and State Senate
Mississippi House of Representatives
Missouri House of Representatives, HCR 69
New York City Council, 10/3/19
North Carolina House of Representatives
Ohio State Senate
Pennsylvania Senate Resolution No. 153, July 20, 2021
Pennsylvania House of Representatives HR 113, June 8, 2021
West Virginia House of Representatives

National Association of Development Organizations Endorses the National Infrastructure Bank



Resolution Urging Congress to Enact Legislation Creating a National Infrastructure Bank to Finance Urgently Needed Infrastructure Projects

Issue: According to the American Society of Civil Engineers and the United States Congress, there is a budget shortfall of over \$2 trillion needed to finance urgently needed infrastructure. This does not include much needed programs such as broadband, passenger transit systems, high speed rail, clean water supply projects, flood control systems, energy distribution systems, ferries, fish passage barriers, and power grid upgrades. Therefore, the real financing need is well over \$5 trillion. The National Infrastructure Bank (NIB) would finance projects within all regions of the United States. In the past, the United States has employed four National Bank systems to build out infrastructure, and the proposed legislation follows in that successful model.

Resolved: The National Association of Development Organizations (NADO) urges Congress to enact legislation to create a new National Infrastructure Bank (NIB) system. The proposed legislation has the following critical points:

- It would create a new NIB by exchanging existing Treasury debt for preferred stock in the bank. The proposal is to raise \$500 billion, out of the \$23 trillion in Treasury debt, and put it in the bank. This would require no federal action.
- The NIB would pay two percent interest above the Treasury yield to the investors, with all transactions being federally insured. The two percent would be included in the U.S. budget and not go through appropriations.
- The NIB would perform as a traditional commercial bank and be able to provide financing in the form of loans. The bank would loan \$5 trillion to states, cities, counties, authorities, and multistate entities to address the infrastructure crisis in the nation. Loans would be long term, at Treasury rates and for infrastructure projects only.
- There would be a Board of Directors comprised of mainly engineers and infrastructure experts, with state, local, and county officials with expertise in infrastructure construction to assist in the implementation of the projects. The bank would report all banking transactions to Congress on a regular basis.
- The NIB would create 25+ million new high paying jobs, which would increase the tax base and increase the productivity of the entire economy. Previous such entities have increased the real GDP by 3 – 5 percent per year, and payback multiples have been anywhere from 2-10 times the investment.

Issued January 16, 2022



EAST

Resolution in Support of National Infrastructure Bank

Whereas, the Council of State Governments-East recognizes that transportation infrastructure is vital to economic development, job creation; mobility, and quality of life; and

Whereas the safe and efficient transport of people, goods and services depends on a safe, reliable, and environmentally sound surface transportation system; and

Whereas the long-term enhanced investment in the infrastructure is clearly demonstrated by the ever-increasing number of deficient roads and bridges found across the nation's aging system; and

Whereas congestion continues to build on our nation's highways, bridges, railways, and airways negatively impacting the economy and the environment; and

Whereas, the Highway Trust Fund (HTF) can no longer fully sustain the vast needs of the system, and continues to be regularly threatened with insolvency without a long-term, sustainable funding stream; and

Whereas, transit systems, both rural and urban, are unique assets of the region's transportation system; and

Whereas, the rail system (passenger and freight) is an integral part of the region and the nation's transportation system, as well as a key to economic vitality, and mobility, in the region; the nation; and beyond our borders; and

Whereas the Executive Committee of the Council of State Governments Eastern Region Conference supports:

- Strong federal investment in mega-projects that are in the state, provincial, regional, and national interest;
- Increased investment in rural and urban transit systems
- Increased investment in the planning, design, construction of facilities, and high-speed rail, where appropriate, that will enhance intercity passenger rail service across the nation and between the US and Canada
- Investment in programs and projects that will link intercity passenger rail to other modes of transportation in a seamless, efficient manner
- A priority federal focus and increased investment in the region's aging bridges
- A focus on the importance of investing in the region's infrastructure as it pertains to travel and tourism within the continental U.S. and Canada and especially as related to the economic well-being of Puerto Rico and the Virgin Islands; and

Whereas one way to finance all the transportation and related infrastructure is a National Infrastructure Bank; and

Whereas the United States Congress introduced HR 3339 to create a National Infrastructure Bank which could invest \$5 trillion into needed infrastructure including over \$2 trillion in transportation projects; and

Whereas the National Infrastructure Bank could repair and replace all aging bridges; and

Whereas the National Infrastructure Bank could repair and upgrade all highways and roads; and

Whereas the National Infrastructure Bank could build out a passenger rail network and create an extensive High-Speed Rail system to transform rail transportation in the region and the nation; and

Whereas the National Infrastructure Bank could upgrade all airports and help finance new projects; and

Whereas the National Infrastructure Bank could help modernize and expand municipal mass transit systems; and

Whereas, the National Infrastructure Bank would require no new federal appropriations and no new federal taxes, and has been done previously in United States' history; and

Whereas the National Infrastructure Bank would finance all the surface projects needed to bring the nation's transportation to a State of Good Repair; and

Whereas twenty-four state legislatures have filed resolutions in support of the National Infrastructure Bank and seven passed at least one legislature. The Maine and New Jersey legislatures passed the resolution in both houses, and the Rhode Island Senate and Delaware Senate each passed a resolution; bipartisan resolutions are introduced in the Pennsylvania Senate and House, and a Dear Colleague Sign-on letter is circulating in the New York Assembly; now,

Therefore, Be It Resolved, that the Executive Committee of the Council of State Governments East supports the National Infrastructure Bank, as stated in HR 3339; and

Be It Further Resolved that this resolution be communicated to federal elected officials; the Governors of the Northeast States; State Legislature Speakers and Senate Presidents; and Eastern Canadian Province Leaders; as well as trade associations, and others concerned with surface transportation policy.

August 17, 2022

CT • DE • MA • MD • ME • NB • NH • NJ • NY • NS • ON • PA • PE • PR • QC • RI • VI • VT

Sen. Sharon Carson, New Hampshire, *Co-Chair*
Sen. Lou D'Allesandro, New Hampshire, *Co-Chair*

Hon. Ted Arnott, Speaker, Ontario, *Vice Chair*

David N. Biette, *Director*

WWW.CSG-ERC.ORG • 212.482.2320 • 22 CORTLANDT STREET, 22ND FLOOR • NEW YORK, NY 10007

The logo for the California Public Banking Alliance, featuring the text "California Public Banking Alliance" in a yellow, serif font centered on a black rectangular background.

California Public Banking Alliance

The Alliance joins the CA State Assembly in endorsing the National Infrastructure Bank (NIB) bill HR 3339. The NIB, a national [#publicbank](#), will fund urgently needed infrastructure development in the US without creating debt or raising taxes.

As a \$5 trillion bank, the NIB will supercharge the US economy & help repair roads, bridges, airports, railways—creating up to 25 million new jobs. Local public banks will interface seamlessly with the federal NIB, mobilizing public funds to benefit all people across the nation.

60 California Assemblymembers co-sponsored the resolution to endorse the National Infrastructure Bank: <https://openstates.org/ca/bills/20212022/AJR32/>

Los Angeles City Council recently introduced a reso to endorse HR3339:

https://clkrep.lacity.org/.../22-0002-S121_reso_9-16-22.pdf

September 26, 2022

National Black Caucus of State Legislators Endorses National Infrastructure Bank



TELECOMMUNICATIONS, SCIENCE, AND TECHNOLOGY Resolution TST-22-16

WHEREAS, the National Black Caucus of State Legislators (NBCSL) supports an equitable transportation system that provides access to all citizens and communities, and does not place an undo financial burden on our citizens;

WHEREAS, the American Society of Civil Engineers (ASCE) stated in its 2021 report card that the United States received a grade of C- regarding the current state of infrastructure and that more than six trillion dollars would be needed to restore the nation's infrastructure to a state of good repair, and over two and a half trillion dollars is currently not funded, and the remainder is inadequately funded;

WHEREAS, Congress introduced HR 3339, The National Infrastructure Bank Act, to create a new National Infrastructure Bank (NIB), it will be capitalized by repurposing existing Treasury debt and require no new federal appropriations, and will invest five trillion dollars into infrastructure only and create twenty-five million new high-paying jobs;

WHEREAS, the NIB will pay Davis-Bacon wages, and guarantee Buy American policies, and economists estimate that the bank will grow the economy by 5 percent per year as did its predecessors;

WHEREAS, the NIB legislation requires massive investment in communities which are disadvantaged;

WHEREAS, the NIB incorporates the Rep. James Clyburn 10-20-30 formula to eradicate poverty and inequality: the NIB would commit 10 percent of its investment into the 476 counties where 20 percent or more of the population has been living below the poverty line for the last 30 years;

WHEREAS, minority businesses will have substantial access to capital and credit, and hiring of all minority populations is a mandate in the bill;

WHEREAS, the NIB will also provide job training to all sections of the population as the bill will create millions of new jobs; the NIB also budgets \$700 billion to build 7 million new affordable housing units, to end the housing crisis; the economic stimulus of the NIB will break the culture of drugs, suicide and despair which has engulfed much of our nation;

WHEREAS, the NIB is modeled on previous banks which helped build much of our infrastructure under Presidents George Washington, James Madison, Abraham Lincoln, and Franklin D. Roosevelt, and the last such bank helped bring us out of the Depression and win WWII;

WHEREAS, twenty-one state legislatures filed or passed resolutions, including New Jersey, Rhode Island, Maine, Illinois, Ohio, Nevada, New Mexico, South Carolina, Alabama, North Carolina, Georgia, Pennsylvania and more. Many city and county Councils who passed or introduced resolutions include: Chicago, Philadelphia, Trenton, Toledo, Cleveland, New York City, Providence RI, Pittsburgh, Westchester County Board of Legislators, Mercer County NJ Board of Freeholders, Rio Arriba NM County Council, Northampton and Allegheny Pa County Councils, and more; and

WHEREAS, numerous organizations are also supportive including the National Congress of Black Women, the National Association of Counties, the National Latino Farmers and Ranchers, the National Federation of Federal Employees (IAMAW), The National Association of Minority Contractors, the Public Banking Institute, The US High Speed Rail Association, American Sustainable Business Council, and numerous other labor and community organizations are also on record in support.

THEREFORE BE IT RESOLVED, that the National Black Caucus of State Legislators (NBCSL) calls upon the United States Congress to create a National Infrastructure Bank, like HR 3339, to finance urgently needed infrastructure projects;

BE IT FURTHER RESOLVED, that the NBCSL calls upon Congress when passing such legislation as a transportation reauthorization bill to include Rep. James Clyburn 10-20-30 formula to eradicate poverty and inequality, increased access to capital for minority businesses, and increased hiring of minorities; and

BE IT FINALLY RESOLVED, that a copy of this resolution be transmitted to the President of the United States, the Vice President of the United States, members of the United States House of Representatives and the United States Senate, and other federal and state government officials and agencies as appropriate.

SPONSOR(S): Senator Audrey Gibson (FL) and Representative K.C. Ohaebosim (KS)
Committee of Jurisdiction: Telecommunications, Science, and Technology (TST) Policy Committee

Ratified in Plenary Session: December 2, 2021

Ratification certified by: Representative Billy Mitchell (GA), NBCSL President

National Association of Counties (NACo)
Approved July 11, 2021 at the 2021 Annual NACo Conference



National Association of Counties

Resolution Urging Congress to Enact Legislation Creating a National Infrastructure Bank to Finance Urgently Needed Infrastructure Projects

Issue: According to the American Society of Civil Engineers and the U.S. Congress, there is a budget shortfall of over \$2 trillion needed to finance urgently needed infrastructure programs. Current budget estimates cut discretionary funding. Also, this does not include much needed programs such as broadband, passenger transit systems, high speed rail, clean water supply projects, flood control systems, energy distribution systems, ferries, fish passage barriers and power grid upgrades. Therefore, the real financing need is well over \$4 trillion. The National Infrastructure Bank (NIB) would finance projects within all regions of the U.S. In the past, the United States has employed four National Banking systems to build out the infrastructure, and the proposed new legislation follows in that successful model and tradition.

Proposed Policy: The National Association of Counties (NACo) urges Congress to enact legislation to create a new National Infrastructure Bank (NIB) system in the tradition of George Washington, John Quincy Adams, Abraham Lincoln and Franklin Roosevelt. This proposed bill has the following critical points:

1. It would create a new NIB by exchanging existing Treasury debt for preferred stock in the bank. The proposal is to raise \$500 billion, out of the \$23 trillion in Treasury debt, and put it in the bank. This would require no new federal debt.
The NIB would pay two percent interest above the Treasury yield to the investors, with all transactions being federally insured.
2. The two percent would be included in the U.S. budget and not go through appropriations. This model has been used in the past, initiated by the first Treasury Secretary Alexander Hamilton.
3. The NIB would perform as a traditional commercial bank and be able to provide financing in the form of loans. The bank would loan \$4 trillion to states, cities, counties, authorities and multi-state entities to address the infrastructure crisis in the nation. Loans would be long term, at Treasury rates and for infrastructure projects only.
4. There would be a Board of Directors composed of mainly engineers and infrastructure experts, with state, local and county officials with experience in infrastructure construction to assist in the implementation of the projects. The bank would report all banking transactions to Congress on a regular basis.
5. The NIB would create 25+ million new high paying jobs, which would increase the tax base and increase the productivity of the entire economy. Previous such entities have increased real GDP by 3-5 percent per year, and payback multiples have been anywhere from 2-10 times the investment.