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HOUSE DEMOCRATIC POLICY COMMITTEE

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HOUSE OF REPRESENTATIVES
COMMONWEALTH *of* PENNSYLVANIA

VIRTUAL HEARING: National Infrastructure Bank

Hosted by Reps. Ed Neilson, Eddie Pashinski, Mary Jo Daley, Pam Snyder, Kyle Mullins, Joe Ciresi

February 17, 2021 | 11 a.m. to 1 p.m.

Discussing COVID-19's impact on long-term care facilities and how to support staff and resident health and safety.

11 a.m. - 11:30 a.m. ***History of the National Infrastructure Bank***

Alphecca Muttardy, Macroeconomist
Former Senior Economist, International Monetary Fund

Stanley Forczek, Infrastructure Expert
Former Executive Amtrak; (Director of Finance, Northeast Corridor)

11:30 a.m. – 12 p.m. ***How the National Infrastructure Bank can be used today***

Erika White, President, Communications Workers of America Local 4319
Vice-President, NW Ohio AFL-CIO

Randy Beightol, President, United Steel Workers Local 4907
President, Northern Tier Central Labor Council

12 p.m. – 1 p.m. ***Roundtable Discussion with Legislators***

Jack Hanna, Former Treasurer and Interim Chairman
Pennsylvania Democratic Party

Tara Zrinski, Northampton County Councilwoman

Bobby Henon, Philadelphia City Council

Anita Prizio, Allegheny County Councilwoman

State Rep. James Roebuck, Former Democratic Chair
House Education Committee

QUICK SUMMARY OF LEGISLATION – HR 6422 – TO CREATE A NATIONAL INFRASTRUCTURE BANK

By the [Coalition for a National Infrastructure Bank](#)

November 23, 2020

Our nation's spending on infrastructure has fallen to its lowest level in 70 years, to 2.5% of our nation's GDP. That's half the comparable level in Europe, and 1/3 the level in China. As a result, productivity, investment, and manufacturing have collapsed, and we are losing our world-wide competitive edge.

The American Society of Civil Engineers (ASCE) [estimates](#), in its 2017 report, that \$4.6 trillion is needed just to repair our nation's infrastructure (see Table below). Of that, \$2.1 trillion is currently NOT funded in the following areas: Roads, bridges, freight corridors, and mass transit; Electricity grids; Schools; Dams, levees, waterways, and ports; Airports; Rail; Drinking water and wastewater; Public parks and recreation; and Hazardous and solid waste. In addition, we need a [High Speed Rail](#) network linked to improved urban transit networks, Complete [Broadband](#) access, [Affordable Housing](#), a [Renewable Energy Super-Grid](#), and Major Water Management Projects to [combat flooding](#) and bring water to dry regions. All of these require smart technologies for optimal efficiency and minimum environmental impact.

Infrastructure development needs careful planning, and a reliable source of long-term funding, in order for it to succeed. That's just not possible under a system of uncertain annual appropriations (unreliable funding for The Eisenhower [Highway Trust Fund](#) is a case in point), and politicians' short-term horizons of from 2 to 4 years. Moreover, the Federal budget is in financial disarray – with [total revenues available for discretionary spending](#) having fallen from 65% in 1960, to 11% in 2019. Add to that, the COVID-19 Recession (see more below) means that the budget will fall even further into deficit spending. So it is most unlikely that adequate infrastructure financing will ever come from the Federal Budget.

Legislation ([HR 6422](#)) has been introduced in Congress to create a \$4 trillion National Infrastructure Bank (soon to be raised to \$5 trillion). This "NIB" would be a separate institution from the Budget, set up as a government-sponsored, lending, deposit-money bank, and capitalized with existing Treasuries held by the public sector. That's the same approach that was used four times before in our nation's history, starting with the [First Bank of the United States](#) created in 1791 by Treasury Secretary Alexander Hamilton, and ending with FDR's [Reconstruction Finance Corporation](#) (RFC). **Except for a very small appropriation from Congress to get started, the NIB will pay its own way. It will not create any new Federal debt, nor require any new Federal taxes. As such, it is configured to attract maximum political support from both Republicans and Democrats in Congress.**

This is how it would work (see attached Flowchart):

- **The NIB would be capitalized** by purchasing up to \$500 billion in existing Treasury bonds held by the private sector (e.g., in pension and other savings funds), in exchange for an equivalent in shares of preferred stock in the NIB. The exchange would take place via a sales contract with the NIB/Federal Government that guarantees a preferred stock dividend of 2% more than private-holders currently earn on their Treasuries. The contract would form a binding obligation to provide the incremental 2%, or about \$10 billion per year, from the Budget. While temporarily appearing as mandatory spending under the Budget, the \$10 billion per year would ultimately be returned as a dividend paid to government, from the NIB's earnings stream (see next bullet).
- **The NIB will provide up to \$4 trillion in infrastructure loans.** Using standard commercial bank accounting procedures, the NIB will create a deposit in the borrower's name, equal to the loan amount, as each loan is approved and made. The NIB will charge interest on the loans equal to the benchmark Treasury bond rate (or a minimum of 2% per year) plus points to reflect the

borrower's credit quality. At those interest rates, the NIB should be earning at least \$80 billion per year, out of which it will pay: operating expenses, interest on deposits held at the NIB, and loan loss provision set-asides. What is left over should be more than enough to return \$10 billion per year back to the Budget, as a dividend payment to government.

- It is expected that **borrowers from the NIB will be state and local governments**, because they own 87% of the nation's public infrastructure. No further privatization of public infrastructure – beyond what has already taken place (e.g., at ports, airports, and other places that normally collect user fees) – would result from NIB loan operations. State and local governments will be able to service their loans out of recovering revenues, especially as millions of workers are re-employed in great-paying jobs created by these large public investments.
- Infrastructure **projects will be vetted** according to their cost benefit analysis, and a set of specific criteria set out in the Bill. Preliminary estimates suggest that, for every \$1 spent on a public infrastructure project, anywhere from \$3-7 is returned back to the economy. Careful planning – to maximize economic growth and “dig up the road only once” – would be facilitated by Regional Economic Accelerator Planning Groups with state and local government participation, and technical assistance coordinated by the NIB.

NIB operations are expected to have a profound, positive impact on the American economy.

They will create up to 25 million new jobs, paying union-level “Davis-Bacon” wages, and grow the economy faster and make it more productive. That’s what happened during the period of the last Infrastructure Bank, the RFC, from 1933-57, when growth averaged 5.5% per year, Total Factor Productivity maxed out at 3.4% per year during the 1940s, and unskilled wages and Federal income tax receipts rose dramatically. Similar results are replicable at near-full employment: a [2014 study by the University of Maryland](#) estimated that, compared to stagnant economic growth averaging 1.8% per year, increased infrastructure spending would ultimately grow the economy faster by 2.9% per year, and real disposable income by 3.4% per year, than without such investments. In 2020, U. Md. confirmed these findings in new [ASCE Failure to Act Reports](#) on electricity, water, and surface transportation.

Most importantly, the NIB is positioned to play a significant role in fighting the economic effects of the 2020 COVID-19-induced Recession. [As of this writing](#), employers have hired back less than half of the 22 million workers laid off in March and April, and the unemployment rate is higher than the peak of many past recessions. Whether or not [job losses become permanent](#) will depend on: how adequate, and well-targeted government relief programs are at preventing a double dip recession, and how fast an effective vaccine can be deployed so that businesses can safely re-open again. Meanwhile, the NIB can be in place to finance projects that create 25 million new jobs, and provide workers with adequate training in those new professions. NIB jobs will be long-lasting and well-paying, thus bolstering economic recovery and growth. Faster growth, in turn, will prompt a recovery in Federal, state, and local revenues, ensuring that all infrastructure loans can be repaid.

Therefore, we are asking every citizen to write or call your Congressman, and ask him/her to support HR 6422, the National Infrastructure Bank Act of 2020, to create great-paying jobs in your area.

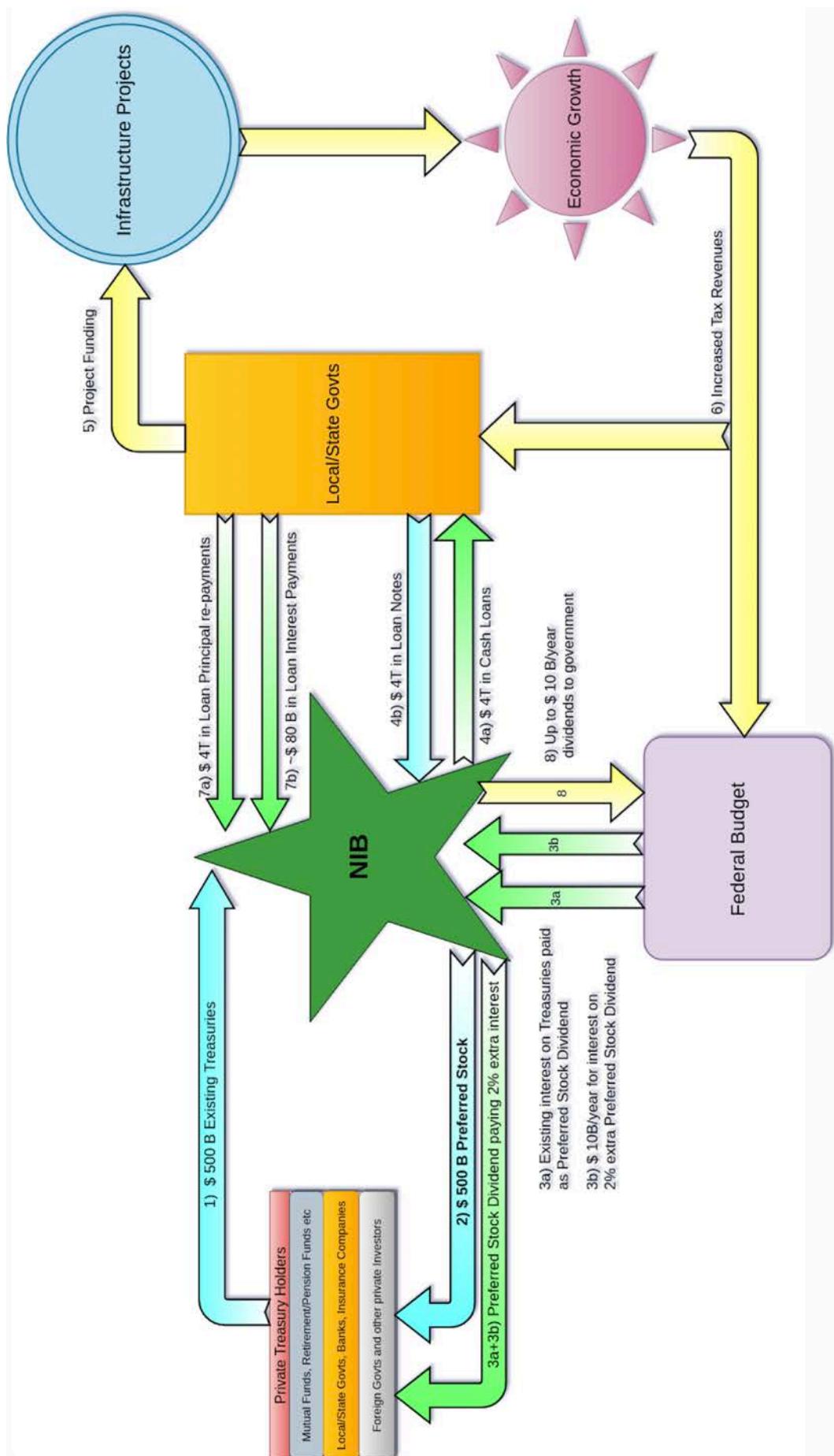


Table 1. Breakout of Infrastructure to be Financed by the NIB
Cumulative Amounts over Ten Years
(In billions of dollars)

Last Updated October 20, 2020

Infrastructure Projects				NIB Financing Amount	
Total				Original Updated	
ASCE 2017 Report Card 1/ (Unless Updated 2/)	Total Needs	Estimated Funding 3/	(Of which: HR2 Re- Authorizati ons 4/)	ASCE Estimated Funding Gap	ASCE Estimated Funding Gap
Subtotal	\$4,590	\$2,526	\$963	\$2,064	\$3,078
Roads, Bridges, & Transit (Updated 2020)	\$2,042	\$941	\$426	\$1,101	\$1,090
Water & Wastewater (Updated 2020)	\$150	\$45	\$65	\$105	\$1,100
Schools	\$870	\$490	\$140	\$380	\$380
Electricity Grid (Updated 2020)	\$934	\$757	\$70	\$177	\$208
Dams, Levees, Waterways & Ports	\$162	\$38		\$124	\$124
Public Parks & Recreation	\$114	\$12	\$3	\$102	\$102
Airports	\$157	\$115		\$42	\$42
Passenger Rail	\$154	\$125	\$29	\$29	\$29
Hazardous & Solid Waste	\$7	\$4		\$3	\$3
Additional Mega Projects				\$1,936	\$1,922
Affordable Housing 5/			\$100	\$720	\$720
High Speed Rail 6/				\$650	\$650
Broadband Complete Access 7/			\$100	\$80	\$80
Renewable Energy Super-Grid Overlay 8/				\$80	\$80
Large Water Redistribution Projects				\$406	\$392

1/ See <https://www.infrastructurereportcard.org/the-impact/failure-to-act-report/> and <https://www.cbpp.org/research/state-budget-and-tax/its-time-for-states-to-invest-in-infrastructure>, Table 1.

2/ ASCE Failure to Act Reports updated in 2020: <https://www.asce.org/failuretoact/>

3/ Includes ongoing: Federal grants and loans, and state and local financing (through budgets, municipal bonds, and P3 projects).

4/ Moving Forward Act HR2 Fact Sheet, explicit amounts for the \$1.5 trillion Re-Authorization Bill passed by House.

5/ Estimated 7.2 million affordable housing units needed (<https://nlihc.org>) times \$100,000 per unit.

6/ High Speed Rail Alliance estimate for 70% of FRA's 11 High Speed Rail Corridors covering 8965 miles.

7/ 2016 Broadband Progress Report, by the Federal Communications Commission, January 29, 2016.

8/ US DOE estimate, see: <https://www.eenews.net/stories/1061403455>.



Restructuring Erie

*A Conversation with the
National Infrastructure Bank Coalition*

Brought to you by a coalition of concerned citizens



COMMUNITY CONVERSATION

THURSDAY, FEBRUARY 25TH

6:00 - 7:00PM

ZOOM

OPEN TO THE PUBLIC
REGISTER VIA LINK IN CAPTION HERE!

SPEAKER TOPICS & IMPORTANT INFO

The National Infrastructure Bank Coalition

The Coalition for the National Infrastructure Bank is an organization of individuals and groups dedicated to a common purpose: To get legislation enacted by the U.S. Congress that creates a \$4 Trillion National Infrastructure Bank (NIB).

Speaker Topics by Macroeconomist Alphecca Muttardy:

- House Bill HR 6422
- NIB working without recourse to the Federal budget
- Meeting national infrastructure needs
- NIB & the Green New Deal
- Gaining strategic support

Breakout group discussions

(will take place after the presentation)

1.) National Infrastructure Bank

Join Alphecca for questions and deeper discussion on the NIB presentation.

2.) Alternatives

Let's have a discussion about alternatives to fossil fuel centered industry for our region.

3.) Broadband for All

Joel Deuterman, President/CEO of Velocity Network will lead the discussion on expanding broadband throughout Erie County.

**Statement by Alphecca Muttardy at the PA Democratic Policy
Committee Hearing February 17, 2021**

**Supporting a Resolution Urging Congress to Pass HR 6422 Creating
a National Infrastructure Bank**

I am Alphecca Muttardy, a Macroeconomist with the Coalition for a National Infrastructure Bank, here to ask the Pennsylvania Democratic Party to support HR 6422 – a Bill in Congress to create a \$4-5 trillion National Infrastructure Bank (NIB). We need this Public Bank, because it is not possible to finance all of our infrastructure needs through Federal, State, or local budgets, and also to help low-income workers and the unemployed get into better-paying jobs. Without an adequately-sized National Bank, Pennsylvania won't get financing for all the projects it needs, like: mass transit and high speed rail, bridge repairs, affordable housing, Broadband, and permanently removing lead from all water service lines.

To this statement I attach a resolution that was just approved by the Alaska Democratic Party State Central Committee in support of the NIB; other numerous endorsements across America are available as well. If you would like more information on how the NIB works – how it can finance all of your unmet needs without adding to Federal taxes or deficits – please refer to the Quick Summary also attached.

Thank you for this opportunity to speak before your Caucus.

Attach:

- Resolution of the Alaska Democratic Party State Central Committee, approved February 6, 2021.
- Quick Summary on How the National Infrastructure Bank Works, and What it Finances

**TESTIMONY
OF
STANLEY R FORCZEK
FOR
PA DEMOCRATIC POLICY COMMITTEE
FEBRUARY 17, 2021**

I am providing testimony today in support of the immediate creation of the Nation's fifth National Infrastructure Bank as detailed in the Congressional bill HR 6422 which was introduced in last year's session of the House of Representatives. All Committee members are keenly aware that the Nation is in the middle of a crisis within its infrastructure that is decaying right before every citizen's eyes. This is particularly true with America's rail transportation sector and to the point, the lack of good passenger rail system within Pennsylvania. I believe I lend a great deal of expertise to that subject as I am a former executive, have over thirty years of service with Amtrak. My concentration was within the areas of finance, infrastructure, and commuter partnerships. My bio is included at the end of this testimony.

The purpose of my testimony is to bring light and clarity to the state of rail passenger infrastructure and service within the State of Pennsylvania. For the latter part of the 19th century and to the middle of the 20th century Pennsylvania was the National leader in rail transportation and, in fact was the global leader in all things dealing with the use of rail and creating/enhancing passenger rail service. It was the Pennsylvania Railroad (PRR) that developed the technology to electrify rail service and build massive tunnels under the Hudson River allowing service to flow back and forth into Manhattan plus points north. In addition, the PRR undertook the development of both infrastructure and equipment in the starting of the quest for high-speed rail, a service that the rest of the world enjoys today and is sadly missing in today's national transportation environment. The impact of this decline is felt everyday in the Nation by its citizens.

The State of the Nation is and has been for quite some time likened to a "ball of confusion". What that means is everything is not normal, there are conflicting views and values on just about every subject line. In fact, there are times when some citizens just wish that everything should return to "normal". And, that normal may have taken place many decades ago. The components of this confusion can be traced to certain factors:

- Decaying infrastructure
- Lack of governmental appropriations funding on all levels; a broken system
- Unemployment, a shortage of jobs and a lack of career desire
- Current pandemic conditions with conflicting or lack of direction on the National level
- Conflict within the Nation's leadership and a constant switching of the overall narrative

Within this testimony I want to concentrate on two of these components as I believe the remaining three speak for themselves and maybe fix themselves if we can change the conditions of the others.

DECAYING RAIL INFRASTRUCTURE

For the sake of discussion, infrastructure is rail (freight & passenger) transportation/transit system, highways, bridges, water & energy distribution systems, broadband, energy transmission systems, schools, hospitals, and housing facilities to name but a few. In far too many cases America's infrastructure, on average, is anywhere between 80 to 200 years old.

One can debate on which portion of the Nation's infrastructure is the worse off. Rather than debating this issue I want to bring focus to the rail transportation/transit sector which used to be the lifeblood of America and Pennsylvania but now is not even a shadow of its formal self. Throughout the US many urban transit systems are close to 120+ years old and held together with tape and wire. These systems possess old structures and technology which continues to age and not very gracefully. Even some of the more youthful systems like Atlanta and Washington DC show signs of inadequacy. The Southeastern Pennsylvania Transportation Authority (SEPTA), which early on had just a transit subway system, inherited rail commuter lines from the bankrupt passenger lines (Reading, Penn Central & Jersey Central) when Amtrak was created in 1971 and conveyed the properties in 1976. Almost immediately service on several lines were dropped because of economics and a variety of operational deterrents. To this day, many communities surrounding Philadelphia do not have an adequate means of public transportation to move people to the urban areas for work or leisure activities.

The same is true in northeastern PA where during the same time mentioned above as of the late 1970s commuter service was dropped from New York/New Jersey to Scranton PA and other destination points in that region. That void in this region hampers commerce as there is a growing number of residents work in NYC and this number would increase substantially if that commuter service line could be reinstated. In addition, roads like Rt 22 are gridlocked every morning and evening with commuters that are wasting time in clogged traffic. Another prime example of this type of situation is the commutation between Montgomery County and Philadelphia; a rail service that had existed for many years under the Reading Railroad and then later discontinued by SEPTA. In fact, this service had extended in taking passengers all the way to the "Jersey Shore". It is unfortunate that these two service corridors don't exist as the time spent by the possible passengers is unproductive not only from a business perspective but also within the social environment of these folks because they must use the automobile instead the efficiency of rail operations. Let me mention say this point again, there are many abandoned rail roadbeds that exist for some rare freight traffic or they lay decaying. Pennsylvania has hundreds of miles of abandoned rail right of way that could be rehabilitated for use of commuter rail systems.

Turning the focus to the western portion of Pennsylvania one can see that the same issues exist, and rail transportation is even more scarce. Pittsburgh has limited Amtrak service and no commuter service; Allegheny County has a light rail system and that sums up the passenger rail service for that region. With this service level and under current conditions, travelling between Pittsburgh and Harrisburg/Philadelphia is time consuming and laborious. In fact, between these two points automobile travel is quicker than the train. In this corridor passenger rail service is a second-class citizen as freight service takes a priority; plus, just to navigate the famous horseshoe curve on this line adds approximately a half hour of travel time.

Looking at a north/south corridor, Erie has only bus service or the traveler's car. We need to think about the added commerce that would be produced by having passenger rail service between these two isolated cities and the ability to serve the larger municipalities along the way. These two cities must also consider having corridors that connect to cities in the west. Connecting with cities in Ohio is critical to the growth, economic conditions, and overall quality of life in both States. In fact, Ohio, Indiana, and Illinois are shaping an initiative to bring back the once prosperous passenger rail service into a new reality. Pennsylvania should consider a strategic partnership with that coalition to work through the planning and creation of an integrated passenger corridor that could connect all major cities in this region. Last time - there are many rail rights of way that have little use or are abandoned.

Considering the amount of leisure and business travelers Pennsylvania has a critical need for more population mobility through increased rail passenger service, not more use of automobile traffic. Highways will always be out of date or gridlocked because of the prevailing mindset of independence and the ever-increasing amounts of autos in the hands of the public. Amtrak recently outlined five major corridors of service to be added to its national system (a couple affecting some Pennsylvania regions) that will create mini hubs of rail transportation. Pennsylvania needs to go further and must move, in an accelerated fashion with the designing, building, and upgrading all the rail corridors mentioned above (although there may be more). A Pittsburgh - Harrisburg passenger dedicated, and a higher speed corridor is the most important rail link within Pennsylvania as it would create a boon to the travel sector taking people off the highways, create an economic incentive to rural areas along the way. Other possibilities are NYC-Scranton-Easton-Bethlehem-Allentown-Harrisburg (with an integration with the NEC at Morrisville/Bristol); Montgomery County to Philadelphia proper and the Harrisburg line; Harrisburg-Pittsburgh and Pittsburgh-Erie with a possible corridor eastward to Harrisburg or a northern route to Allentown. This triangle configuration or the crisscrossing of the State will allow for a decrease in highway travel, decreased carbon footprint (much greater if electrified service were used), decreased trip times, increased safety (with state-of-the-art train technology) and greater mobility of the citizens.

EMPLOYMENT AND TRAINING

Millions of people are currently unemployed throughout the Nation and Pennsylvania is no exception when it comes to this critical situation. Consider, for a moment, the permanent reduction (the current pandemic conditions have accelerated this reduction) in manufacturing and construction employment and the influx of technology in all sectors accounts for a loss of jobs and an increase on unemployment rolls. A prime example of this technology is in the rail industry; thirty years ago, two thirty-man rail gangs were required to pick up and rehabilitate less than a mile of track in a day. With today's technologically superior equipment, a mile of track can be picked up, ballast cleaned new rail laid and new clips attached by two six-man gangs. This is also true in other industry sectors. If we could create jobs to remove the workers from the unemployment rolls would they take the jobs, are they skilled enough to do what is required. We must also consider that there are millions of working age folks that are either not working because they cannot find work within their knowledge base, have two or three low paying part time jobs and are at the poverty line and never signed up for unemployment. They may have gotten a good education, but they are not happy with their career path. These people are not being accounted for within any statistical sampling. In speaking with many educators, I have found that there is a root cause of this dilemma. When asked about their situation many simply say that they were encouraged to get a college degree, not really thinking in what subject or how they would use that to benefit their finding employment. Or it is not a career in which they are genuinely happy – they studied but they would prefer working with their hands. Now they are stuck in a tar pit with no where to go. That situation progresses year after year with no end in sight. This non-statistical component of the work force will always increase unless collectively the Nation does something about it.

The Nation needs training programs that can retrain this portion of the workforce to place worker in a better state of mind as they like what they can do, makes them productive and happier and boosts productivity. Craft unions have apprenticeship programs that can train all potential workers and programs and curriculum can be initiated within high schools and community colleges. The Nation needs all potential workers to be a part of the total workforce – we need a new jobs bill.

THE ANSWER

In the beginning I mentioned five components that are contributing to the Nation's crisis and two of those components are mentioned above – Rehabilitate or build infrastructure projects that can effectively upgrade all of the Nation's infrastructure to a point of good repair and put tens of millions of skilled workers into the work force. The initiation of infrastructure projects will start to effectively change the components of the work force. Unemployed workers will start working again, whether it be in a hands-on position or in a supportive role. Unskilled and/or unrecorded workers can be retooled/retrained.

Since the use of the current appropriations process is questionable to do all of the infrastructure, the only answer is to create the Nation's fifth National Infrastructure Bank. Other members of the Coalition for such a Bank are presenting this case. I urge the Committee to listen and observe intently each testimony and observe/compare and initiate an internal review to come to the same conclusion as I state above.

STANLEY R. FORCZEK



Stanley Forczek offers clients over four decades of experience in transportation/energy planning and management, including many years with Amtrak where his responsibilities included the economic dispatch of a 1,200-mile electric transmission network and power pool; team leader for conveyance of railroad infrastructure and electrification New Haven CT to Boston. Mr. Forczek has extensive experience with electric regulatory bodies (PJM, NY-ISO, ISO-NE, FERC) and several State Commissions on issues such as market development, transmission utilization, transmission overbuild, generation development, and as an expert witness. He has established guidelines and business models for an integrated energy management system and developed several projects to monetize energy asset capabilities throughout the national system. He is adept at integrating traction/transit operations to energy management and planning.

Mr. Forczek has managed energy procurements for transportation strategic partners and large-scale institutional users, handling all phases from presentation and negotiation, through execution of procurement contracts and management of the supply relationships after implementation. While he has particular experience in the mid-Atlantic and New England regions, Mr. Forczek has directed supply solicitations throughout the United States. Mr. Forczek provides in-depth understanding of the dynamics of regional and global energy markets, as well as the supporting infrastructure from both the supplier and client perspective. He has developed strategic partnerships with many constituents of clients and users of their facilities with generation developers, assisting them through the regulatory process. As a facilitator and coordinator, he has worked closely with all major utility companies on design, construction, asset acquisition, interconnection agreements and economic tariff design. His strong analytical skills help to interpret operational performance in financial terms, which he supplements with experience in auditing, finance, administration, and asset valuation.

In addition to his management and procurement work, Mr. Forczek is experienced in energy master planning including infrastructure upgrades.

Currently he maintains his own consulting firm in Williamstown New Jersey having been retained by several firms including Goldman Sachs, Exelon, and Concord Engineering. He currently is the Advisory Board Chair within the Coalition for a National Infrastructure Bank, providing guidance for legislation before the Congress for a multi-trillion-dollar institution for bringing the Nation's infrastructure to a state of good repair

CWA 4319 Resolution Urging Congress to Endorse and Adopt a National Infrastructure Bank

Whereas, there is a widely acknowledged shortfall in infrastructure spending in the nation. The American Society of Civil Engineers (ASCE) gave the country a D+ in its 2017 Report Card and estimates the nation must spend at least \$4.6 trillion to bring current infrastructure to a state of good repair. At least \$2.1 trillion is unfunded, and the remainder is inadequately funded. Funding for new projects, including broadband, water projects, rail and High Speed rail are unfunded; and,

Whereas, the impact of the coronavirus pandemic on peoples' lives and the economy has been devastating. At least 40 million people are unemployed and large numbers of businesses face bankruptcy or closing. This ongoing catastrophe has thrown the economy into recession or worse; and,

Whereas, a new National Infrastructure Bank (NIB) could directly aid in fostering an economic recovery and build the infrastructure projects we have neglected. Legislation to create such a bank has been introduced into Congress this spring, HR 6422. The new NIB is modeled on four previous institutions created by Alexander Hamilton, John Quincy Adams, Abraham Lincoln, and Franklin D. Roosevelt, which helped spur massive economic growth; and,

Whereas, the new National Infrastructure Bank would be able to lend \$4 trillion for urgently needed projects. The NIB would be capitalized by repurposing existing Treasury debt and create no new debt. It would create 25 million new jobs, pay Davis-Bacon wages, and help hire those made jobless by the coronavirus pandemic. It would also require Project Labor Agreements and Buy American provisions for all projects; and,

Whereas, the National Infrastructure Bank would increase growth from 1.8% per year to 5% per year, have no new taxes, but increase tax revenues coming into state, local and federal governments. This would foster the kind of growth not seen since the Kennedy Space Program; and,

Whereas, many organizations have endorsed the new National Infrastructure Bank. 17 state legislatures have introduced or passed bi-partisan resolutions in support of the new bank, as have city and county councils. The National Association of Counties has endorsed the new bank. Other endorsements include

the National Latino Farmers and Ranchers, the National Congress of Black Women, the National Federation of Federal Employees, and many others. HR 6422 has been introduced into Congress to create the new National Infrastructure Bank; now, therefore,

Be it Resolved, that CWA 4319 hereby endorses HR 6422 and urges congress to pass this legislation; and, be it further

Resolved, that copies of this resolution be forwarded to the Greater Northwest Ohio AFL-CIO, the National Communication Workers of America Union, members of the congressional delegation of Ohio, and to the President of the United States.

Adopted at the union meeting of July 7, 2020

A handwritten signature in black ink, appearing to read "Erika White".

Erika White

President – CWA 4319



City of Toledo

One Government Center
Toledo, OH 43604

Legislation Text

File #: R-431-20, Version: 1

Council Members Delaney and Moline

Endorsing United States House of Representatives (HR) Bill 6422 entitled National Infrastructure Bank Act of 2020 and urging the United States Senate and House of Representatives to enact the same.

WHEREAS, there is a widely acknowledged shortfall in infrastructure spending in the nation: the American Society of Civil Engineers (ASCE) gave the country a D+ in its 2017 Report Card and estimates the nation must spend at least \$4.6 trillion to bring current infrastructure to a state of good repair. At least \$2.1 trillion is unfunded, and the remainder is inadequately funded. Funding for new projects, including broadband, water projects, rail and High Speed rail are unfunded; and

WHEREAS, the impact of the coronavirus pandemic on peoples' lives and the economy has been devastating. At least 26 million people are unemployed and large numbers of businesses face bankruptcy or closing. This ongoing catastrophe has thrown the economy into recession or worse; and

WHEREAS, a new National Infrastructure Bank (NIB) could directly aid in fostering an economic recovery and build the infrastructure projects we have neglected. Legislation to create such a bank has been introduced into Congress this spring, HR 6422. The new NIB is modeled on four previous institutions created by Presidents George Washington, John Quincy Adams, Abraham Lincoln, and Franklin D. Roosevelt, which helped spur massive economic growth; and

WHEREAS, the new National Infrastructure Bank would be able to lend \$4 trillion for urgently needed projects. The NIB would be capitalized by repurposing existing Treasury debt and create no new federal debt. It would create 25 million new jobs, pay Davis-Bacon wages, and help hire those made jobless by the coronavirus pandemic. It would also require Project Labor Agreements and Buy American provisions for all projects; and

WHEREAS, the National Infrastructure Bank would increase growth from 1.8% per year to 5% per year, require no new taxes, and would increase tax revenues coming into state, local and federal governments, fostering the kind of growth not seen since the Kennedy Space Program; and

WHEREAS, National Infrastructure Bank funding could be used for local critical infrastructure needs such communications systems that support emergency operations, parks, roads and transportation projects including the proposed Toledo-Monroe-Detroit-Ann Arbor High Speed Rail (HSR) and Transit Oriented Regional Economic Development Project, and schools; and

WHEREAS, many organizations have endorsed the new National Infrastructure Bank. 17 state legislatures have introduced or passed bi-partisan resolutions in support of the new bank, as have city and county councils. The National Association of Counties has endorsed the new bank. Other endorsements include the National Latino Farmers and Ranchers, the National Congress of Black Women, the National Federation of Federal Employees, the Democratic Municipal Officials, and many others. HR 6422 has been introduced into

Congress to create the new National Infrastructure Bank; NOW, THEREFORE,

Be it resolved by the Council of the City of Toledo:

SECTION 1. That the Council endorses HR 6422 - National Infrastructure Bank Act of 2020 and urges the United States Senate and House of Representatives to enact the same.

SECTION 2. That the Clerk of the Council is hereby directed to send a copy of this Resolution to United States Senators Sherrod Brown and Rob Portman, and United States Representatives Marcy Kaptur and Bob Latta.

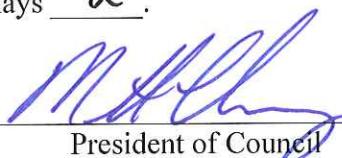
SECTION 3. That this Resolution shall take effect and be in force from and after the earliest period allowed by law.

Adopted: NOV 4 2020: yeas 10, nays 2.

Attest:



Clerk of Council


President of Council

Approved: NOV 5 2020


Mayor

I hereby certify that the above is a true and correct copy of a Resolution adopted by Council

Attest: _____
Clerk of Council

As Introduced

133rd General Assembly

Regular Session

2019-2020

H. R. No. 348

Representative Skindell

Cosponsors: Representatives Ingram, Lightbody, Sobecki, Russo, Boyd, Boggs

A RESOLUTION

To urge the United States Congress to pass House
Resolution 6422 to create a National
Infrastructure Bank to finance urgently needed
infrastructure projects.

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BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF THE STATE OF OHIO:

WHEREAS, The American Society of Civil Engineers (ASCE) stated in its 2017 report card that the United States received a grade of D+ regarding the current state of infrastructure and that more than four-and-a-half trillion dollars would be needed to restore the nation's infrastructure to a state of good repair. Public spending on infrastructure fell by eight per cent over the past fifteen years. Over two trillion dollars is currently not funded, and the remainder is inadequately funded. New projects remain unfunded; and

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WHEREAS, The ASCE report card also gave the state of Ohio a low grade, and in 2019 it gave Northeast Ohio a D+. The state will need to invest at least twelve billion two hundred million dollars to upgrade the drinking water systems, fourteen billion six hundred million dollars to upgrade waste water systems, nearly seven per cent of the state's bridges are rated structurally deficient, and driving on roads in poor repair

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costs each driver five hundred forty-five dollars a year; and 21

WHEREAS, The impact of the coronavirus pandemic on the 22
economy has been massive, with millions of people either 23
temporarily or permanently out of work and shortages of hospital 24
beds and equipment and machinery across all areas of the 25
economy; and 26

WHEREAS, A new National Infrastructure Bank (NIB) could 27
directly finance these projects. The NIB could also help finance 28
health care infrastructure needed to address the current 29
emergency, and it could also put people who have lost their jobs 30
back to work in higher-paying employment; and 31

WHEREAS, The NIB is modeled on previous banks that helped 32
build much of our nation's infrastructure, including 33
infrastructure in Ohio. Under Presidents George Washington, 34
James Madison, John Quincy Adams, Abraham Lincoln, and Franklin 35
D. Roosevelt, similar institutions helped finance the roads, 36
dams, bridges, canals, power systems, and railroads that made 37
our nation the envy of the world. The final such institution 38
helped bring us out of the Great Depression and win World War 39
II; and 40

WHEREAS, The NIB will operate as its predecessors did and 41
be capitalized by existing United States Treasury debt, 42
requiring no new appropriations. It will be able to invest four 43
trillion dollars into urgently needed infrastructure projects 44
and create twenty-five million new, high-paying, Davis-Bacon 45
wage jobs. It will raise productivity to three to five per cent 46
per year, and increase the gross domestic product to the four to 47
five per cent level. Those results were achieved previously and 48
will occur again; and 49

WHEREAS, Many organizations have introduced or passed 50
resolutions in support of this policy, including seventeen state 51
legislatures, many city and county councils, the National 52

Congress of Black Women, the National Latino Farmers and Ranchers, the National Association of Counties, the National Federation of Federal Employees, and many others. The United States Congress introduced House Resolution (H.R.) 6422 to create the NIB; now therefore be it	53
RESOLVED, That we, the members of the Ohio House of Representatives, call upon the United States Congress to pass H.R. 6422 to create a National Infrastructure Bank to finance urgently needed infrastructure projects; and be it further	58
RESOLVED, That the Clerk of the House of Representatives transmit duly authenticated copies of this resolution to each member of the Ohio congressional delegation, the president of the United States, and the news media of Ohio.	62
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Date: November 17, 2020

Resolution No. 20-869

Title: Urging the U. S. Congress to Pass H.R. 6422- National Infrastructure Bank Act of 2020, Creating a National Infrastructure Bank to Finance Urgently Needed Infrastructure Projects

Department/Agency: Commissioners

Contact: Benjamin Pushka, Executive Assistant to Commissioner Tina Skeldon Wozniak

Summary/Background: The American Society of Civil Engineers (ASCE) gave the United States a cumulative grade of D+ across 16 categories in its 2017 Report Card regarding the current state of the country's infrastructure and estimated that more than \$4.5 trillion is needed to bring the current infrastructure to a state of good repair. Public spending on infrastructure has dropped by 8 percent over the past 15 years.

The ASCE Report Card also gave Ohio a low grade for the current state of its infrastructure and estimates Ohio will need to invest at least \$12 billion dollars to upgrade drinking water systems and \$14 billion to upgrade wastewater systems. The ASCE report indicates that nearly 7 percent of the state's bridges are rated structurally deficient. Driving on roads in poor repair costs each driver \$545 annually.

The ongoing coronavirus pandemic has severely impacted the economy, causing millions of people to be temporarily or permanently unemployed creating shortages of hospital beds, equipment, and machinery across all sectors of the national economy. A new National Infrastructure Bank (NIB) would provide direct loans and other financing of up to \$4 million for qualifying infrastructure projects in all parts of the country, including health care infrastructure needed to address the current public health emergency.

Budget Impact: None

Statutory Authority/ORC: N/A

Commissioner Byers offered the following resolution:

WHEREAS, in consideration of the above, NOW, THEREFORE BE IT RESOLVED by the Board of County Commissioners, Lucas County, Ohio, that:

Section 1. The Board strongly urges the U.S. Congress to Pass H.R. 6422- National Infrastructure Bank Act of 2020, creating a National Infrastructure Bank to finance urgently needed infrastructure projects.

Section 2. This Board finds and determines that all formal actions of this Board concerning and relating to the adoption of this resolution were taken in an open meeting of this Board and that all deliberations of this Board that resulted in those formal actions were in meeting open to the public in compliance with the law.

November 17, 2020

**Urging the U. S. Congress to Pass H.R. 6422- National Infrastructure Bank Act of 2020,
Creating a National Infrastructure Bank to Finance Urgently Needed Infrastructure
Projects**

Page 2

Section 3. This resolution shall be in full force and effect from and immediately upon its adoption.

Action Taken:

Commissioner Byers voted yes

Commissioner Gerken voted yes

Commissioner Skeldon Wozniak voted yes



Jody L. Balogh, Clerk

TWO TRACK PLAN for BROADBAND For Both Urban and Rural America



Erika D White

-President Communications Workers of America 4319
-VP Greater NW Ohio AFL-CIO

TWO TRACK PLAN

- Urban areas & underserved area
 - Expanding and using existing infrastructure
 - Not building backward but building forward

TWO TRACK PLAN

- Rural has limited to no infrastructure
 - Mix of broadband build including cooper, fiber, and satellite

WHERE DO WE NEED TO BUILD?

For the people least likely to get it...

Low-income Residents of Both Rural and Urban areas



DSL

Rural Communities
Economically Redlined
Poor Urban Areas



6 MG/Satellite

Rural Communities
Economically Redlined
Poor Urban Areas



One Provider

Rural Communities
Economically Redlined
Poor Urban Areas

IF WE BUILD IT...



Speed Matters on the Internet

Speed Ranges Needed for Various Online Applications

Upstream and Downstream

Speed Range

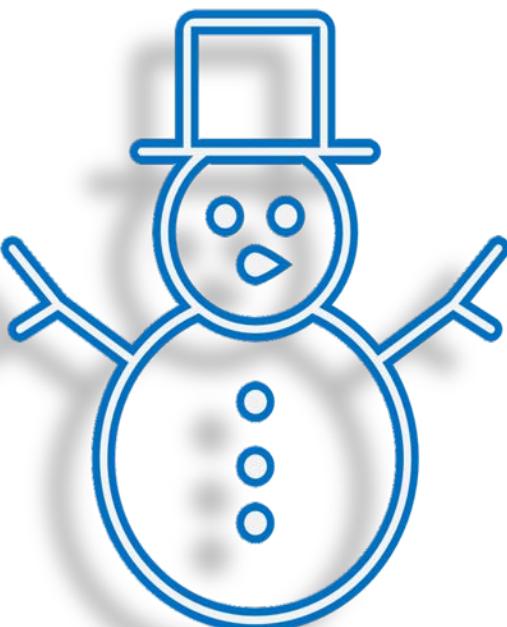
500 kbps – 1 mbps

Applications

Voice over Internet Protocol telephony
Basic email
Web browsing (simple sites)
Streaming music
Low quality video (highly compressed)

1 mbps – 5 mbps

Web browsing (complex sites)
Email (larger size attachments)
Remote surveillance
IPTV-Standard Definition (SD)
(1-3 channels)
File sharing (small/medium)
Digital broadcast video (1 channel)
Streaming music



Upstream and Downstream

Speed Range

5 mbps – 10 mbps

Applications

File sharing (large)
IPTV-Standard Definition
(multiple channels)
Broadcast Standard Definition video
Video streaming (2-3 channels)
High Definition video downloading
Medical file sharing (basic)
Remote diagnosis (basic)
Remote education
Building control and management

10 mbps – 100 mbps

Telemedicine
Educational services
Broadcast video SD and some
High Definition
IPTV-High Definition
High quality telepresence
High Definition surveillance
Smart/intelligent building control

Rural Broadband and the Next Generation of American Jobs

- Direct labor associated with deploying and maintaining broadband investment
- Direct labor associated with manufacturing the infrastructure components and customer premise equipment
- Indirect labor associated with creating services and applications, including supporting industries that would result once the network is deployed

Good Paying JOBS

- 166,000 American Workers would be needed to put the broadband network into working condition **each year**
- **MULTIPLIER EFFECT**
 - Broadband investment will encourage the development of innovative bandwidth-consuming services, applications, and content
 - New jobs that will be created will be for:
 - IT-skilled workers outside of the traditional IT sector-such as in the healthcare, education, and government sectors

As people are hired, a whole host of other services unrelated to the IT sector are needed, including transportation, real estate, insurance and legal services.

TWO TRACK PLAN

- If there is no company will have to work with developing municipal providers
- If there is an existing municipal authority use the outermost office for broadband build

Rethink Broadband...Build Out

**CWA Local 4319
Proudly Endorsing H.R. 6422,**

Thank You,
Erika D. White
President CWA Local 4319





Testimony of Randy Beightol to the Pennsylvania House Democratic Policy Committee

Dear Legislators,

It is my distinct pleasure to be able to speak to you today on this most crucial issue. Thank you for the invitation. My name is Randy Beightol. I am from Williamsport and wear a few hats. I am president of United Steel Workers Local 4907 and also president of the Northern Tier Central Labor Council. I have been in the middle of economic, political and labor issues for many years and hope to see the new National Infrastructure Bank created quickly to help address the crisis in which we find ourselves.

I am very supportive of this concept because it really addresses issues which I find to be important. First off, it will create jobs, lots of them, at least 25 million or more. And they will pay high wages, Davis-Bacon at a minimum, and ensure that projects proceed under sound Project Labor Agreements. In addition, the bill for congress has strict Buy American provisions, so that we can finally open the kinds of industries which used to be found all over Pennsylvania and the so-called Rust Belt.

Rebuilding not only our physical infrastructure – like crumbling roads, bridges, ports and waterways –but also the social infrastructure of our schools, communications networks and public health services will both make us safer and put people back to work. Done right, this will also create long-term economic resiliency as we use American-made materials, invest in our domestic supply chains, build on American ingenuity, and provide a secure economic base for generations to come. The proposed bank will address everything from water projects to bring clean water to every nook and cranny of the state, to broadband build-out to ensure that the entire state benefits from internet access immediately, and to fixing our roads, bridges, and dams. There are many more infrastructure

projects spelled out in the legislation, but one important area will be railroads. While we are fixing our roads, we should also be upgrading our entire transportation system and do what they have been doing around the world, using railroads.

Here in Pennsylvania we have outlined the vast rail needs of the state, including rail transit from Pittsburgh to Harrisburg and Philadelphia, but also from Pittsburgh to Erie and into Ohio and New York. There is also a need to build high speed rail from Boston to Washington DC, through Pennsylvania. The entire nation is going to benefit from expanded high speed and passenger programs. The National Infrastructure Bank has budgeted hundreds of billions of dollars for this bold, John F. Kennedy style program.

But this will also mean reopening the steel industry and all of its feeder industries. This will create tens if not hundreds of thousands of new jobs here in the Keystone State. Yes, I am a member of the United Steelworkers and we stand to benefit. But so do all of our brothers and sisters in all the other industries. And this kind of massive undertaking will revitalize whole areas of the country, and begin to spark a sense of optimism among our citizens. The best way to cure poverty and despair is to give a person a meaningful, high paying job building things that benefit the entire nation.

The National Infrastructure Bank is enticing in many ways. It will require no new spending, and no new federal taxes. As such it is appealing to both political parties. It will facilitate short term water programs and enable long term planning to build the kinds of bold programs that require years to complete. They will not be subject to periodic congressional spending fights.

Also, this Bank has been done before. And as others have said, the roots of this program do lie in Pennsylvania. The First and Second National Banks still exist in Philadelphia near Independence Hall. In their day, they powered the early development of “internal improvements”, i.e. infrastructure. They financed the early canals, roads, bridges and dams which built the state. And they spawned the iron and steel industries which were the best in the world.

Finally, let me say that this program will have a mission: To once again make the country a leader in cutting edge industries, the science which will accompany it, and a growing standard of living for all Americans, which will again be the envy of the world.

Let me close here and urge you to join the growing national effort to bring the National Infrastructure Bank to fruition. In this case, our lives do depend on it. Thank you.

Testimony of Jack Hanna Before the Democratic Policy Committee, February 17, 2021

Good morning everyone, my name is Jack Hanna and I'm thankful for the opportunity to present to you today. After 25 years being a member of Pennsylvania's Democratic State Committee, I served as its interim Chair for 5 months in 2018 and its Treasurer for 5 years before that. I also was elected as a Biden delegate for last year's Democratic National Convention.

But I speak to you today not about partisan political politics but about the policy of creating a National Infrastructure Bank. This idea is gaining both grassroots support and federal government attention similar to how I've seen successful Statewide candidates and policies emerge in Pennsylvania over the last 30 years. Time and again I've witnessed a political moment when they reach a tipping point. This bank is on the verge of that moment.

I was convinced of the merits of this idea over 2 years ago but only actively began campaigning for it during the last 10 months. Since that time, the NIBC has convinced dozens of city councils, county governments and state legislators to formally support the Bank's creation. Many of those are from Pennsylvania itself, from Allegheny County to Allentown to Lancaster. In addition, sponsorship of supporting Resolutions were made last year in the Pennsylvania's House and Senate. That's in addition to the Democratic State Party itself actually adopting a Resolution. But these are only a few examples of government and political officials agreeing this is a necessary policy. Literally dozens of local governments and unions throughout the country have done so. From Ohio, Michigan, New York, Rhode Island, Virginia, North Carolina, Georgia, New Mexico and other States there is solid grassroots support for this economic policy that people are convinced we need. That is a rare event I suggest to you and makes this effort extraordinarily unique.

In addition, the NIBC has been successful on a national and federal level. Last August during the Convention, we launched the first of what now has turned into 11 Webinars about the Bank that has several hundred and perhaps thousands of viewers interested in our presentations. The most recent one was just two days ago.

Prior to last year's Convention, the first draft of the economic plank of the Party's Platform contained only one mention of an Infrastructure Bank. As a result of our lobbying effort, that was expanded to include four references.

Since the Election, the NIBC has met with two of the Biden Transition Teams, Commerce and Transportation. As a result, they have obtained White Papers

from us that provided detailed information on the creation, structure and operation of the Bank. You shall also be given the same information.

Since then, and over just the last few weeks, the Coalition has obtained new Resolutions of support from states such as New Mexico, South Carolina and Alaska. Washington and Oregon are next on the list along with several other States.

The final point and takeaway I wish to leave you with today is that this idea has serious, legitimate and growing grassroots and federal momentum in Pennsylvania and throughout the rest of the country. Your role and responsibilities as State Legislators may greatly assist and promote this policy at a time when our country desperately needs it. Please review and consider supporting this proven economic policy that addresses the infrastructure crisis our country now faces. Thank you.



Tara M. Zrinski
Northampton County Councilwoman

669 Washington St
Easton, PA 18042
610-349-9858
tzrinski@northamptoncounty.org

The National Infrastructure bank would provide much needed jobs and build critically needed infrastructure. As a Northampton County Council woman, I supported passage of a resolution for congress to consider HB 6422. I introduced a resolution at the County commissioners associate of PA that passed, and later introduced another successful resolution to the National Association of County Commissioners.

The COVID Crisis has pulled the veil away on a great deal of inequity in healthcare, attainable/affordable housing and education. While COVID testing and distribution of the vaccine remain an issue, we have seen an increased need for affordable housing projects and broad band expansion during this crisis that directly impact Northampton County, not to mention repairs, maintenance and development of the necessary infrastructure to sustain our growing economy in the Lehigh Valley. Wider roads to accommodate increased truck traffic, bridge projects and highspeed rail would be a boon to the area. This is necessary infrastructure where limited resources are available to fund projects. HR 6422 will help finance this by allocating over \$70 billion. Schools need an enormous infusion to help with COVID planning and simple repairs. The NIB will deploy over \$500 billion directly to address the school crisis.



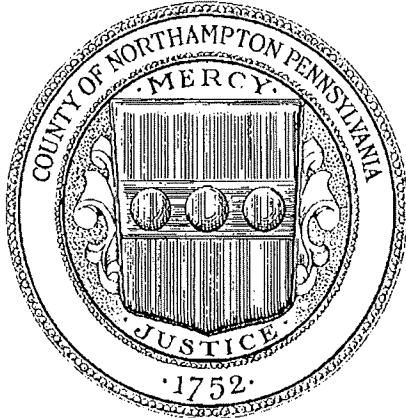
By providing a tax-free way to fund much-needed projects, the infrastructure bank will:

- 1.) Fix our decaying infrastructure
- 2.) Build new, needed modern infrastructure
- 3.) Put people back to work
- 4.) Support local businesses
- 5.) indirectly restore tax revenue to local, state and federal government.

Always with bipartisan support, the NIB is recognized as a mechanism by which to stimulate the economy, not only by providing much-needed well-paying jobs, but to support the business economy by the purchase of the resources needed for construction. This supports the just transition to

a green economy and translates to the increased purchasing power of those employed, thereby laying the groundwork for a strong economy.

THE COUNTY OF NORTHAMPTON



RESOLUTION

Number 100-2019

WHEREAS, there is a widely acknowledged shortfall in infrastructure spending in the nation. The American Society of Civil Engineers gave the Country a D+ in its 2017 Report Card and said the nation needs to spend \$4.6 trillion to repair current infrastructure; the United States Chamber of Commerce reports that the infrastructure shortfall is over \$3.7 trillion and the North American Building Trades Union state that the deficit is \$4 trillion; and

WHEREAS, the nation can create a new National Infrastructure Bank which would be capitalized at \$3-4 trillion with no new Federal appropriations. It would be done as Alexander Hamilton created the First Bank of the United States; and

WHEREAS, similar national banks helped build the infrastructure of our country. The First Bank of the United States, created by Alexander Hamilton, helped fund all the early canal, bridge and road projects; the Second Bank built the early railroad system and expanded the canal and road projects; the Lincoln National Banking Acts helped fund all-out industry in the 19th Century and Franklin Roosevelt used the Reconstruction Finance Corporation as a National Bank to help build the New Deal projects; and

WHEREAS, a National Bank has been endorsed by many organization. Sixteen State legislatures introduced resolutions in support of this policy this year.

NOW, THEREFORE, BE IT RESOLVED that the Northampton County Council hereby requests the Congress of the United States to introduce and pass the appropriate legislation to create a National Infrastructure Bank.

BE IT FURTHER RESOLVED that the Clerk of Northampton County Council shall send a copy of this resolution duly enacted by Northampton County Council to members of Congress who represent the Commonwealth of Pennsylvania and the Pennsylvania State legislators representing Northampton County.

ATTEST:

Linda M. Zembo

Linda M. Zembo
Clerk to Council

INTRODUCED BY:

Tara M. Zrinski

The above resolution was adopted by the Northampton County Council at the meeting held September 19, 2019.



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.
2. 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. 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.

February 29,2020
Approved | Transportation Steering Committee I Voice Vote

March 2, 2020
Approved | NACo Board of Directors

Testimony of Councilman Bobby Henon, Philadelphia City Council

Dear members of the Pennsylvania Democratic Caucus. I bring greetings from the people of Philadelphia and salute you on sponsoring this most timely hearing.



On behalf of the residents of Philadelphia, I am here to support the National Infrastructure Bank which would invest \$4 trillion in United States infrastructure, as outlined in HR 6422 - Danny Davis (D-IL).

The COVID-19 pandemic has resulted in significant hardships for families in Philadelphia and beyond. The number of residents experiencing unemployment and living in poverty is growing daily. We need to act quickly to create employment opportunities with wages and benefits that will enable our citizens to support their families. A substantial investment in United States infrastructure through an infrastructure bank - whether it be in roads, highways, water, power, schools, or broadband - will result in millions of jobs.

This is not a new concept. In fact, the national banking model used during the Great Depression ultimately stabilized the economy with a combined total investment exceeding \$20 billion. Millions of people went back to work and the investments resulted in 125,000 new schools, public buildings and libraries; 20,000 miles of water mains; 600,000 miles of roads; 50,000 bridges and 200 large dams; and more.

Unfortunately, we have not made meaningful investments in our infrastructure since the 1940s and our infrastructure is crumbling. Today, trillions of dollars in infrastructure investment is needed. By establishing an infrastructure investment bank that capitalizes using privately-held Treasuries, we will create no new Federal debt. It will make loans primarily to state and local governments to build much-needed infrastructure in their areas, and will create over 25 million permanent jobs paying union-level, Davis-Bacon wages.

Recently, the City Council of Philadelphia voted to pass a resolution endorsing HR 6422 and we urged Congress to act on this legislation. We joined many other cities here in Pennsylvania who have passed similar resolutions of support, and we joined countless more cities and counties around the nation who have done likewise.

The time is now to invest in our future by rebuilding our infrastructure and creating family sustaining jobs. I urge you to act now by supporting HR 6422.

Sincerely,

Councilman Bobby Henon, 6th District - Philadelphia City Council



Resolution from Philadelphia City Council calling on Congress to pass HR 6422 to create a National Infrastructure Bank

Whereas, there is a widely acknowledged shortfall in infrastructure spending in the nation. The American Society of Civil Engineers (ASCE) gave the country a D+ in its 2017 Report Card and said the nation needs to spend \$4.6 trillion to repair current infrastructure. Over half the shortfall is unfunded, the remainder is inadequately funded, and no new projects are funded at all; and,

Whereas, the infrastructure crisis in Pennsylvania and Philadelphia mirrors that of the country. The 2018 Pennsylvania Infrastructure Report Card of ASCE gave the state of Pennsylvania a C-. Pennsylvania roads were graded D+, with congestion costing the state \$3.7 billion annually in lost time and wasted fuel; drinking water received a D grade, noting that 50% of Philadelphia's water mains were installed prior to 1930 and 30% prior to 1900; drinking water had a state funding gap of \$10 billion; wastewater treatment was graded D-, and transit was graded D. Southeast Pennsylvania Transportation Authority (SEPTA), needs at least \$5 billion in capital requirements; 20% of Pennsylvania's bridges are graded structurally deficient, and the top fifteen most traveled structurally deficient bridges are in Philadelphia; and,

Whereas, the U.S. House of Representatives introduced HR 6422, creating a \$4 trillion National Infrastructure Bank(NIB). This bank will require no new federal appropriations, and no new taxes. It will be capitalized by repurposing existing Treasury debt. It will pay Davis-Bacon wages, mandate Project Labor Agreements, and Buy American policies. The NIB will ensure a substantial flow of contracts to Disadvantage Business Enterprises and also provide large-scale minority hiring; and,

Whereas, A new National Infrastructure Bank could partner with Philadelphia and the state to supply the needed financing to fix the water systems, roads, bridges, schools and all neglected projects. It can also build passenger and high speed rail corridors in the northeast and from Philadelphia to Pittsburgh. This immense program would restart the steel, machine tool and other industries in the region and state, creating millions of new jobs; and,

Whereas, historic precedents for the National Infrastructure Bank occurred in Philadelphia, including the First and Second Banks of the United States, which still reside in Independence National Historic Park. Lincoln's National Banking program turned Philadelphia into the "Workshop of the World", and Franklin Roosevelt's Reconstruction Finance Corporation, his infrastructure bank, helped end the Great Depression and win WWII. The RFC built the landmark Pennsylvania Turnpike, among many other projects in Pennsylvania; and,

Whereas, this new National Infrastructure Bank has been endorsed by many organizations, including: The National Congress of Black Women, The National Association of Counties (NACO), the National Latino Farmers and Ranchers, the National Federation of Federal Employees, The National Association of Minority Contractors, the American Sustainable Business Council, and many more. The following jurisdictions have passed resolutions in support of the National Infrastructure Bank legislation: Lancaster City Council, Pittsburgh City Council, Allegheny County Council, Northampton County Council, and Allentown City Council. The Pennsylvania House of Representatives and the Pennsylvania State Senate have both introduced resolutions in support of the legislation; now, therefore,

Be It Resolved, that the City Council of Philadelphia, in the State of Pennsylvania, hereby calls upon the Congress to pass HR 6422, and create a National Infrastructure Bank; and,

Be it Further Resolved that copies of this resolution be sent to the entire Pennsylvania Congressional Delegation, the Mayor of Philadelphia, the Governor of Pennsylvania, and to the President of the United States.

Anita Prizio Presentation at Build Back Best, February 17, 2021

Greetings from Pittsburgh, Pennsylvania. I am a member of Allegheny County Council, it is an honor and a privilege to participate on this panel. Western PA, home of the Steelers and steel making, is primed to



build back best. Although meds and eds have become an important part of our local economy, steel runs through our veins and the prospect of creating family sustaining jobs as foreshadowed by the Keystone East-West High-Speed Rail Study is exciting.

I've been hearing from my constituents and local elected state officials how long it takes to travel from Pittsburgh to Harrisburg and from Pittsburgh to New York. Not only does it take an inordinate of time, but the trips are limited to once a day.

Now, Keystone East offers high speed, electrified passenger rail service from Harrisburg to Philadelphia. Granted the infrastructure is older than the infrastructure between Philadelphia and Harrisburg, but why should we be left behind? If

service was enhanced, I'm sure ridership would go up, who does not want to visit our exceptional city.

Just think of the regional economic development that could be spurred by improving the connection between Pittsburgh and other parts of the state and all the jobs improving, aligning and straightening the curves of our challenging topography. Less cars on the turnpike will improve the air quality. We should prioritize moving people in the least environmentally damaging way possible. Increasing services between Harrisburg and Pittsburgh would increase opportunities for employment, expand travel options for students and residents in rural areas, and increase options to explore Pennsylvania tourist destinations. This is a wonderful opportunity for the National Infrastructure Bank to help build back better and increase economic impact for every industry, community and Pennsylvanian resident.

In addition to rail, a 2018 study conducted by 24/7 Wall Street that ranked the country's infrastructure and identified the most distressed states. In order, the top five are:

1. Rhode Island
2. Hawaii
3. West Virginia
4. Pennsylvania
5. California

The analysis took into consideration the number of bridges, roads and dams that are in a "state of despair or potentially hazardous." Pennsylvania ranked fourth overall due to a combination of poor roads, deficient bridges and dams at a high hazard risk. The commonwealth was among the top 15 worst states in each infrastructure category.

Here are some specific projects that my district needs:

- High quality **affordable broadband** is foundational for the growth of the Western Pa. Businesses, schools, health care institutions require broadband. Universal broadband is also necessary for a

- modernized electric grid, often referred to as a smart grid, thus making our electric system more secure, resilient and less subject to catastrophic failures.
- The global pandemic has laid bare the problems in our **supply chain for PPE**, medical devices and pharmaceuticals. If we are serious to have these companies reshore their factories here, we have to provide the proper transportation infrastructure (modern rails system) and skilled workers or they will not find the move in their best interest. Reliable broadband is also essential for technologies, AI, Robotics, 3-D printing, IoT and additive manufacturing.
- COVID has wreaked havoc with the Allegheny County Budget including the Port Authority's budget. Ridership revenue is down, so unfortunately, plans for more **electric buses and mass transit development** has been put on hold. Such projects however could be put back on the table with an infrastructure bank. \$750 million extension of the MLK Jr. East Busway to Monroeville and \$1.03 billion extension of the West Busway to the airport are existing unfunded projects.
- Our aging housing stock, public buildings, and old water pipelines also threaten our drinking water. **Leakage of lead into our drinking water** is creating a public health problem in communities across the Commonwealth. Pennsylvania is ranked among those states with some of the highest risk for lead-contaminated water. Lead in the water can have devastating impacts on young children.
- Sewage and Stormwater** - Pennsylvania has the most combined sewage overflows in the country. In Southwest Pennsylvania, more than 800 public authorities, municipalities, and private companies make up this fragmented system. The region suffers from numerous water and sewer issues, including severe flooding exacerbated by suburban development, aging infrastructure, and climate change. As a whole, the system has fallen significantly out of compliance with federal laws but lacks the necessary funding to address these concerns. Upgrading it requires billions of dollars in investments, many of which are legally mandated under environmental regulations and consent orders. With tightening budgets, local authorities have been forced to prioritize existing projects and defer much-needed maintenance. Together, these factors have produced one of the most complex infrastructure challenges facing the region today.

Mayor Peduto recently proposed a Marshall Plan for Middle America. Due to the effects of COVID and the downturn of the economy, funding of this ambitious bill is challenging, both the County and the City are experiencing a revenue loss. Thus an infrastructure bank could be one of the funding mechanisms. Middle American communities have shared needs and challenges in facing the crisis of aging infrastructure, economic obsolescence, ineffective public policy and the need for up-skilling and re-skilling of the workforce.

There is an ancient Greek proverb, "A society grows great when old people plant trees whose shade they know they shall never sit in." It is only through an adequately-sized national infrastructure bank- a bank that could provide direct loans and financing for infrastructure projects to be enjoyed by our children and grandchildren.

Therefore, I strongly endorse HR 6422 to create a \$5 trillion National Infrastructure Bank to finance projects in my district, and all of America. Thank you.

AP

412-913-8267

MOTION OF THE COUNCIL OF ALLEGHENY COUNTY

Urging the Congress of the United States to create a new National Infrastructure Bank (NIB) could directly aid in fostering an economic recovery and build fundamental infrastructure projects.

Whereas there is a widely acknowledged shortfall in infrastructure spending in the nation; the American Society of Civil Engineers (ASCE) gave the country a D+ in its 2017 Report Card and estimates the nation must spend at least \$4.6 trillion to bring current infrastructure to a state of good repair, and noted that at least \$2.1 trillion is unfunded, with the remainder inadequately funded; and

Whereas, new projects, including broadband, water projects, rail and high-speed rail are unfunded; and,

Whereas the impact of the coronavirus pandemic on peoples' lives and the economy has been devastating; at least 30 million people are unemployed and large numbers of businesses face bankruptcy or closing, and this ongoing catastrophe has thrown the economy into a deep recession; and,

Whereas, The ASCE grade for Pennsylvania in its 2018 Report Card was C+; Roads were graded D+, Drinking Water D (as over the next ten years the drinking water funding gap statewide will be at least \$10 billion); Inland Waterways were graded D (with the Port of Pittsburgh lock and dam system needing much investment and the potential for major lock and dam failure and loss of navigation for extended time periods); Wastewater D- (with the average age of all sewer systems near seventy years old and many pipes over 100 years old); and

Whereas, construction of a dedicated high-speed rail system from Boston to Washington, DC and from Philadelphia to Pittsburgh and west would provide much needed transportation in the congested northeast and central corridors and is unfunded; and,

Whereas a new National Infrastructure Bank (NIB) could directly aid in fostering an economic recovery and building necessary infrastructure projects we have neglected; and

Whereas, legislation to create such a bank has been introduced into Congress this spring, as HR 6422; and

Whereas, pursuant to the terms of HR 6422, the proposed NIB is modeled on four previous institutions created by Presidents George Washington, John Quincy Adams, Abraham Lincoln, and Franklin D. Roosevelt, which helped spur massive economic growth; and,

Whereas the new National Infrastructure Bank would be able to invest \$4 trillion for urgently needed projects; and

Whereas, the proposed NIB would be capitalized by repurposing existing Treasury debt, would create no new debt in the process, and because it would be budget-neutral, would require no new taxes; and

Whereas, the proposed NIB would create 25 million new jobs paying Davis-Bacon wages, and help hire those made jobless by the coronavirus pandemic while requiring Project Labor Agreements and Buy American provisions for all projects; and

Whereas the National Infrastructure Bank would increase growth from 1.8% per year to 5% per year, and increase tax revenues coming into state, local and federal governments; and,

Whereas many organizations have endorsed the new National Infrastructure Bank. 17 state legislatures, including Pennsylvania (HR 636) have introduced or passed bi-partisan resolutions in support of the new bank. City and County councils have also passed resolutions including Allentown City Council and Northampton County Council. The National Association of Counties has endorsed the policy, and other endorsements include the National Association of Minority Contractors, National Latino Farmers and Ranchers, the National Congress of Black Women, the National Federation of Federal Employees, and many labor unions. HR 6422 has been introduced into Congress to create the new National Infrastructure Bank;

The Council of the County of Allegheny therefore hereby moves as follows:

Allegheny County Council hereby endorses HR 6422 and urges Congress to pass this legislation and create a new National Infrastructure Bank. The Chief Clerk of Allegheny County Council is hereby directed to forward copies of this motion to the Pennsylvania Congressional Delegation, to the Governor of Pennsylvania and to the President of the United States.

PRIMARY SPONSOR: COUNCIL MEMBER PRIZIO

CO-SPONSORS: COUNCIL MEMBERS HALLAM, BENNETT, WALTON, FUTULES, ZAVARELLA, and KLEIN and PRESIDENT CATENA

Read and approved in Council, this 19th day of July, 2020,

Council Agenda No. 11565-20

RJ Macey

Patrick Catena ROBERT J. MACKEY V.P.
President of Council

Attest:

JEB

**Jared E. Barker, Chief Clerk
Allegheny County Council**

Testimony of James Roebuck before the House Democratic Policy Committee

Dear Committee Members,

Thank you for the opportunity to speak before this committee at a most opportune time in our nation's history. We are once again at a crossroads and luckily the preferred avenue is in front of us. The issue of infrastructure development is increasingly on many people's minds with the one nagging problem of how the heck to pay for it!

The National Infrastructure Bank, as contained in US House Bill 6422, outlines the solution. For Pennsylvania this will mean a dramatic increase in business and jobs. We estimate that Pennsylvania will participate in both in state operations, building railroads across the state, and north-south. But it will also address the issue of water, from finally installing new drinking water pipes (lead and contaminant free) and storm water, and other types. No longer will we have to worry if our children or ourselves are being poisoned from our own faucets.

But the NIB will also go after the issue of affordable housing. For many of our urban areas, like Philadelphia, this is a crucial matter, and the NIB has budgeted for at least 7 million new units nationwide. So we can put people to work building the housing, and at high wages, and make this housing available to those in need.

Two years ago City Council member Cherelle Parker pointed out that the average age of a Philadelphia School District building is 66 years, compared to the national average of 42 years. "That puts us 24 years behind the rest of the nation as it relates to the state of our buildings," Parker said.



And many of the schools have an assortment of problems ranging from mold, to toxic asbestos, to lead paint and pipes. We need to fix the old schools and build brand new ones.

It is also time to repair our roads and bridges. We have made significant progress but there are still a little more than 4,100 structurally deficient bridges and 36,150 miles of roads in need of repaving.

Finally, although I chaired the House Education Committee and have a passion for education, I am also a railroad man. One significant element of the National Infrastructure Bank policy is the commitment to building out our passenger rail system. The NIB will construct much needed rail lines across the state but also begin the long overdue creation of a national high speed rail grid, which will drastically transform our transportation modes and increase real productivity all across the board.

For these and many other reasons, I was happy to co sponsor HR 636 in the Pennsylvania House last year, send letters to congress urging their support and join lobbying delegations to Congress.

I thank the committee for holding this timely and important hearing and urge you to join the effort to help create a National Infrastructure Bank.

Thank you.

Resolution in Support of a National Infrastructure Bank

WHEREAS, the United States faces a widely acknowledged infrastructure crisis that is exacerbated by a substantial shortfall in infrastructure spending; and

WHEREAS, the 2017 Infrastructure Report Card from the American Society of Civil Engineers (ASCE) gave the United States a cumulative grade of "D+" across 16 categories and estimated that the nation needs a \$4.59 trillion investment in infrastructure by 2025 just to bring this grade up to a "B"; and

WHEREAS, ASCE found that continuing on this trajectory and failing to invest in improvements by 2025 will have serious economic consequences, including \$3.9 trillion in losses to the national gross domestic product and job losses of more than 2.5 million; and

WHEREAS, the infrastructure crisis in the Commonwealth of Pennsylvania mirrors that of the country at large; and

WHEREAS, ASCE 2018 Infrastructure Report Card gave our Commonwealth a cumulative grade of "C -" across 18 categories, including a "D+" for roads, a "D" for drinking water and a "D -" for wastewater treatment; and

WHEREAS, ASCE noted that traffic congestion results in more than \$3.7 billion annually in lost time and wasted fuel, while deficient roadway conditions caused the average Pennsylvania motorist more than \$500 in operating and maintenance outlays; and

WHEREAS, a new National Infrastructure Bank could have a spending authority of \$4 trillion, and be capitalized with no new federal appropriations. This bank would be modeled on the previous successful National Bank models. It would monetize existing debt rather than create new debt thus causing no deficit increase; and

WHEREAS, the First and Second Bank of the United States, created on this model were located in Philadelphia and built much of the infrastructure of the first half of the 19th century; and

WHEREAS, Abraham Lincoln's national banking acts financed the railroad industry in Pennsylvania and made Pennsylvania a great industrial state; and

WHEREAS, Franklin Roosevelt's National Bank called the Reconstruction Finance Corporation financed a large amount of the infrastructure of the 20th century, including the landmark Pennsylvania Turnpike; and

WHEREAS, a national infrastructure bank that partners with the state and local governments can supply the needed financing to bring infrastructure to a state of good repair; and

WHEREAS, this investment would restart various industries in the Commonwealth of Pennsylvania, creating millions of new high-paying jobs; and

WHEREAS, National Congress of Black Women, National Federation of Federal Employees, National Latino Farmers & Ranchers Trade Association, the Democratic National Committee, and Northampton County Democratic Committee (PA) as well as numerous other organizations have endorsed the establishment of a national infrastructure bank; and

WHEREAS, various state and local governments have passed resolutions supporting the establishment of a national infrastructure bank; and

WHEREAS, various state legislatures have introduced resolutions including the New Jersey and Pennsylvania House of Representatives; therefore be it

RESOLVED, that the Pennsylvania Democratic Committee urge the Democrats in the Pennsylvania General Assembly to pass House Resolution 636 (2019) which urges the Congress of the United States to establish a National Infrastructure Bank; and be it further

RESOLVED, that the Pennsylvania Democratic Committee urge the Democrats in the Pennsylvania General Assembly to pass Senate Resolution 338 (2020) which urges the Congress of the United States to establish a National Infrastructure Bank; and be it further

RESOLVED that the Pennsylvania Democratic Committee urge the Pennsylvania Democratic members of the Congress of the United States to pass HR 6422 which establishes a National Infrastructure Bank.

Submitted by:

Laura Quick
Member
Representing Lebanon County

The following resolution has been approved by the Alaska Democratic Party State Central Committee at its virtual meeting on February 6, 2021.

Submitted by: Julie Olsen, Caucus Chair, Progressive Action Network

Resolution in Support of the National Infrastructure Bank Act of 2020, H.R. 6422

WHEREAS, the American Society of Civil Engineers (ASCE) 2017 report card stated that the United States received a grade of D+ for infrastructure current state, and that more than 4.5 trillion dollars is needed to restore the nation's infrastructure to a state of good repair; and

WHEREAS, Alaska's over 280 rural communities, many of which have no centralized water or wastewater system received an ASCE grade of C in 2017. These communities need about \$1.5 billion for water and wastewater systems. The Port of Alaska in Anchorage, which receives 85% of all consumer goods entering the state, is unable to adequately fund a needed modernization. The lack of a deep-water Arctic port is a barrier to providing necessary regional safety and security; and

WHEREAS, there is a shortage of affordable housing and adequate shelter in both our rural and urban communities. For example, as of January 2020, Alaska's population of people experiencing homelessness in Anchorage, was at least 1,058, with people in shelters and living outside; and

WHEREAS, a new National Infrastructure Bank (NIB) could help finance Alaska infrastructure in partnership with state and local governments, and other institutions; resulting in employment for people who have lost their jobs during the Covid pandemic; and

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. The last such bank helped bring us out of the Depression and win WWII; and

WHEREAS, Congress introduced HR 6422, The National Infrastructure Bank Act of 2020 to create a new National Infrastructure Bank. This legislation creates a \$4 trillion bank, authorized to invest in infrastructure projects only. It would require no new federal spending and be capitalized by repurposing existing Treasury debt, as was done previously in U.S. history; and

WHEREAS, the new National Infrastructure Bank will create twenty-five million new high-paying jobs, pay Davis-Bacon wages, ensure Project Labor Agreements and include

Buy American provisions. Disadvantaged Business Enterprises, including Native American businesses, will receive significant numbers of contracts, and the bill mandates large-scale minority hiring. Experts project that the Bank will grow the economy by 4-5% per year as did its predecessors; and

WHEREAS, many organizations have issued endorsements: Seventeen state legislatures have introduced or passed resolutions of support, as have county and city councils, and many major labor, business and community organizations;

THEREFORE, BE IT RESOLVED, that the Alaska Democratic Party hereby calls upon the United States Congress to pass H.R. 6422, to create a National Infrastructure Bank to finance urgently needed infrastructure projects; and BE IT FURTHER RESOLVED that copies of this resolution be transmitted to the members of the Alaska Legislature and Alaska's delegation to Congress, our Governor, and to the President of the United States.

Statement to the Pennsylvania General Assembly
Submitted by Laura Quick
Member of the Pennsylvania Democratic Committee and
Teamsters Local 776 out of Harrisburg

In the 2017 Infrastructure Report Card from the American Society of Civil Engineers the United States received a cumulative grade of a "D+" across 16 categories and estimated that the nation needs a \$4.59 trillion investment in infrastructure by 2025 just to bring this grade up to a "B". Equally in 2018 the American Society of Civil Engineers gave Pennsylvania a cumulative grade of "C-" across 18 categories including a "D+" for roads a "D" for drinking water and a "D-" for water treatment. The ASCE also noted that traffic congestion results in more than \$3.7 billion annually in lost time and wasted fuel while efficient roadway conditions caused the average Pennsylvania motorist more than \$500 in operating maintenance outlays. In 2020 the covid-19 pandemic plunged our country into not only a medical crisis but an economic one as well. Over 30 million people have lost their jobs of which 42% (12.6 million) is projected to be permanent. The National Infrastructure Bank that we are proposing will put 25 million Americans back to work at Davis-Bacon wages without adding to the national debt or creating new taxes. This Bank is not so much a bipartisan idea than a nonpartisan one. The focus of the National Infrastructure Bank will be specifically for much-needed infrastructure projects that cross state lines and will propel the US forward out of the economic crisis that the pandemic has put us in.

One of the ideas with the National Infrastructure Bank that has captured the imagination and attention of the Teamster Rail Conference is high-speed rail. In 1990 I took a train from Washington DC to Chicago that took 18 hours - one way. There were times along the route that I felt I could have run faster alongside the train and the overall experience was time-consuming and unpleasant. Currently, there are 16 countries that have high-speed rail: Austria, Belgium, China, France, Germany, Italy, Japan, Poland, Portugal, Russia, South Korea, Spain, Sweden, Taiwan, Turkey and the United Kingdom. Noticeably missing from that list is the United States. I personally have taken the TGV in France and have nothing but positive things to say about it. While meeting with your colleagues from the General Assembly to discuss the National Infrastructure Bank, they have often expressed the desire for high-speed rail from places like Erie, Allentown and Pittsburgh to Harrisburg to reduce their commute and time wasted on the road.

In 2009, President Obama initiated the American Recovery and Reinvestment Act to get us out of the great recession. One of the goals within that was to fix our crumbling infrastructure. It was met with resistance from many Republicans because of its price tag of \$787 billion while most economists criticized that it was not enough. Currently, President Biden has introduced a \$1.9 trillion package to bring relief to millions of Americans who are suffering the consequences of the realities of covid-19 pandemic. Republicans are already signaling reluctance to pass this necessary stimulus because of its price tag. Creating a National Infrastructure Bank will relieve the stress on our national budget and bypass the gridlock that has overtaken Congress. This bank is a

bold idea whose time has come. John F Kennedy once famously said, "We choose to go to the Moon not because it easy but because it is hard." It has been a very long time since America has been captivated by a bold idea that sets it apart from other nations. The Coalition for a National Infrastructure Bank has pulled an idea implemented in the past with overwhelming success by such great Americans as Alexander Hamilton, Abraham Lincoln and Franklin Delano Roosevelt and refashioned it in the needs of today's America. This is our 21st century "Moonshot" and we ask that the Pennsylvania General Assembly continue to take the lead and not only persuade our Congressional Delegation to act but do so with a sense of urgency that our country needs.

My name is Margaret Taylor and I have lived in Erie County all my life. I have a M. SpED and a B.S. in Mental Health Counseling. My husband and I both taught in the Erie Public schools. I also worked as a case manager for a social service agency before retiring in 2017.

Throughout our lives we both witnessed the decline of good paying manufacturing jobs. GE and International Paper left the region. Smaller manufacturing plants remain, but not with the same union supported wages and benefits. The city struggles to get adequate funding for its school system from the state, and the current mayor is struggling to pay down debt by striking a deal with the water works to pay their rent to the city for the next several years in one lump sum. Erie has few options for raising revenue and austerity just makes things worse.

Erie is trying hard to reinvent itself, much like Chattanooga Tennessee did a decade ago. Similar in that they are hubs among larger cities, have railroad lines and access to water for shipping, Chattanooga is a good model for what is possible when a municipality has access to funds to build infrastructure. Chattanooga went from being a postindustrial rustbelt city like Erie to a mecca for 3D printing manufacturers and shipping/logistics companies. Once the city began advertising their fiber optic highspeed internet that could handle 10 gigabytes per sec, they hoped to attract big tech firms and investors. What happened instead was that locals stayed and began startups that begat other startups.

Infrastructure upgrades in Erie would act as the same kind of economic multiplier. The National Infrastructure bank would do much to help Erie grow out of debt and become a jewel of a city with a diverse economy, abundant green space and spectacular freshwater beaches.