

## **RESOLUTION NO. 201081**

### **City of Gainesville Resolution in Support of a National Infrastructure Bank**

**WHEREAS**, public infrastructure impacts United States residents throughout their daily lives and includes roads, bridges, water supply, sewage treatment, stormwater collection, schools, public parks, aviation, railroads, dams; and

**WHEREAS**, our nation's spending on infrastructure has fallen to its lowest level in 70 years, to 2.5% of our nation's GDP, 1/2 the comparable level in Europe, and 1/3 the level in China;

**WHEREAS**, infrastructure development needs careful planning and a reliable source of long-term funding in order for it to succeed; and

**WHEREAS**, if this is not addressed, America's overdue infrastructure bill will cost each American household approximately \$3,300 per year, or \$63 per week, while negatively affecting our health, economic vitality, resilience, climate, and perpetuating inequity; and

**WHEREAS**, expanded investment is needed in new manufacturing centers, affordable housing, broadband access, science and technology drivers, to accommodate population growth and migration, for other improvements in urban, and low-income areas that the private sector does not currently serve; and

**WHEREAS**, the American Society of Civil Engineers (ASCE) gave the United States a C- in its 2021 Infrastructure Report Card, with 11 of the 17 categories receiving scores in the 'D' range, including transit, aviation, dams, hazardous waste, inland waterways, levees, public parks, roads, schools, stormwater, wastewater, and, the pandemic revealed lack of broadband; and

**WHEREAS**, ASCE estimates that \$6.1 trillion is needed just to repair our nation's infrastructure, and \$2.6 trillion is currently NOT funded, including complete broadband access, affordable housing, a renewable energy super grid, and major water management projects to combat flooding; and

**WHEREAS**, the ASCE Report Card in 2021 gave Florida a grade of C, with drinking water a C+, schools a D+, stormwater a D, transit a C, and roads a C. Florida faces multiple infrastructure challenges. For example, driving on roads in need of repair in Florida costs each driver \$425 per year, 2.9% of bridges are rated structurally deficient—half of those are under county ownership and maintenance. Drinking water needs in Florida are an estimated \$21.9 billion. The state also has \$18.4 billion in wastewater needs. 102 dams are considered to be “high-hazard potential.” To address the ongoing problem of hurricane devastation, the state will need to put many power lines underground, build seawalls and other structures. All this deteriorating infrastructure impedes Florida's ability to compete in an increasingly global marketplace; and

**WHEREAS**, stormwater was added as a new category given its importance in safeguarding water quality and protecting against flooding, and received a D+ rating; and

**WHEREAS**, the annual gap in stormwater funding is over \$7.5 billion just for compliance, excluding urban flooding. Given that increasing development creates more impervious surfaces, with the combination of aging, often inadequately designed stormwater management systems and rainfall volumes that are increasing over time, result in increased runoff that means more flooding, cloud bursts, especially in urban areas, and more pollutants entering streams and rivers; and

**WHEREAS**, flooding and stormwater management have been identified as an area of vulnerability in Alachua County, (Alachua County DEP); and

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

**WHEREAS**, the NIB is modeled on previous banks which helped build much of our nation's infrastructure, and helped bring us out of the Depression and win WWII; and

**WHEREAS**, a new NIB can help finance many projects the nation needs, including water and wastewater systems, flood control, broadband, schools, transportation and road repair, bridges, energy and electrification, affordable housing, and many others that can spur future more equitable economic development; and

**WHEREAS**, a NIB will directly help finance most of the infrastructure of Florida in partnership with state, county and local government. It is mandated to build infrastructure, create jobs in rural and urban communities, and reduce poverty. The NIB could bring broadband connectivity into every corner of the state. It would fix all roads not covered by congress; and

**WHEREAS**, this nonpartisan model was started by Treasury Secretary Alexander Hamilton with the First Bank of the United States and has been successfully used four times in our nation's history. This model has been used under Presidents John Quincy Adams, Abraham Lincoln and Franklin Roosevelt, who used a NIB to finance the roads, bridges, dams, railroads, canals and other projects that made us the envy of the world. The Reconstruction Finance Corporation helped bring us out of the Great Depression and win WWII; and

**WHEREAS**, a new NIB would adhere to Project Labor Agreements and local prevailing wage levels, in accordance with the Davis-Bacon Act of 1931; and

**WHEREAS**, a new NIB would give preferential consideration to disadvantaged communities in choosing projects to fund; and

**WHEREAS**, a new NIB would include the preferential consideration formulation of United States House Representative James Clyburn, mandating that ten percent of investments be

in communities, both urban and rural, where 20 percent of the population has been below the poverty level for 30 years or more, thereby resulting in hundreds of billions in infrastructure investments in underserved communities; and

**WHEREAS**, it is expected that borrowers from the NIB will be state and local governments and will not allow privatization of public infrastructure, beyond what has already taken place. Infrastructure projects will be vetted according to their cost-benefit analysis and criteria set out in the draft bill; and

**WHEREAS**, these infrastructure improvements will upgrade essential services to our communities, that will improve the health and well-being of all, and save people, business, and governments, money; and

**WHEREAS**, a new NIB could create 25 million new high-paying union jobs in the process and help end poverty in our nation's rural and urban areas; and

**WHEREAS**, a new NIB would help combat climate change by financing energy efficient buildings, flood mitigation efforts for our waterways, and the purchase of sustainable, environmentally friendly materials for transportation projects; and

**WHEREAS**, endorsements have encompassed a broad range of state, county and city legislatures that have introduced or passed resolutions of support. National organizations have also passed resolutions of endorsement, including: the National Association of Counties, The American Sustainable Business Council, the US High Speed Rail Association, the National Latino Farmers and Ranchers, the National Association of Minority Contractors, the National Federation of Federal Employees, The Public Banking Institute, The National Congress of Black Women, and many more community organizations.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF GAINESVILLE, FLORIDA:** to 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

**RESOLVED**, that copies of this resolution be transmitted to the Florida delegation to Congress, the Governor, and to the President of the United States.

PASSED AND ADOPTED this 17<sup>th</sup> day of June 2021.

ATTEST:

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Lauren Poe  
Mayor

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Omichele Gainey, City Clerk