



CREATION OF A NATIONAL INFRASTRUCTURE BANK RESOLUTION ADOPTED JULY 29, 2026

WHEREAS, according to the Cato Institute, State and local governments own approximately 87% of U.S. public non-defense infrastructure, including the vast majority of roads, bridges, water systems, and schools, and according to the Congressional Budget Office they also bear over 90% of the costs to operate and maintain these assets; and

WHEREAS, according to the National Association of Counties, State governments own approximately 40% of public roads, especially major arteries, including most Interstate Highways, state-numbered route, and primary, high-traffic corridors; and

WHEREAS, state and local governments are responsible for planning, developing, and maintaining this critical infrastructure, including transportation, water systems, energy, and broadband networks; and

WHEREAS, there is a continued need for significant investment to modernize and expand infrastructure systems that support economic growth, public safety, and quality of life; and

WHEREAS, the American Society of Civil Engineers (ASCE) 2025 Report Card estimates a \$3.7 trillion funding gap to bring U.S. infrastructure to a state of good repair over the next decade; and

WHEREAS, states rely on a mix of funding and financing tools, including federal formula programs, state infrastructure banks, and municipal bonds to meet these needs; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) contained approximately \$1.2 trillion in infrastructure spending, including \$550 billion in new spending, and included provisions for federal highway aid, transit, highway safety, rail programs, and hazardous materials transportation and is expiring in 2026; and

WHEREAS, the American Society of Civil Engineers (ASCE) 2025 Report Card found that the funding gap to bring U.S. infrastructure to a state of good repair had 40% in the last four years to nearly \$4 trillion, including the \$1.2 trillion from the IIJA; and

WHEREAS, a National Infrastructure Bank (NIB) could complement any reauthorization of the IIJA and fill the funding gap identified by ASCE; and

WHEREAS, an NIB would work closely with state governments to bring U.S. infrastructure up to a state of good repair by providing long-term, low-cost financing, leveraging additional capital, and supporting large-scale or multi-state infrastructure projects; and

WHEREAS, an NIB would require no new federal spending and no new federal taxes, but instead would utilize the successful models developed by Alexander Hamilton, Abraham Lincoln, and others; and

WHEREAS, according to data from the National Association of Manufacturers, enhancing infrastructure spending could grow GDP by an additional 2.9% by 2030. According to the U.S. Department of Transportation, every \$1 billion in public infrastructure spending creates 13,000 living wage jobs; by financing new infrastructure projects across the country, a National Infrastructure bank could then help create an estimated 20 million well-paying new jobs and increase state tax revenue and help address the affordability crisis; and

WHEREAS, an NIB will aim to keep public infrastructure in public hands and will not finance privatization of public infrastructure; and

WHEREAS, over thirty state legislatures have introduced or passed resolutions in support of an NIB, and many national state legislative caucuses have endorsed its creation of an NIB.

NOW THEREFORE BE IT RESOLVED, that the National Conference of State Legislatures (NCSL) urges the Congress to collaborate with the states to create a National Infrastructure Bank to address the urgent needs of public infrastructure financing; and

BE IT FURTHER RESOLVED, that NCSL supports consideration of an NIB as an additional financing tool to complement existing federal, state and local infrastructure funding mechanisms; and

BE IT FURTHER RESOLVED, that NCSL emphasizes that any NIB should be designed to preserve and strengthen the authority of state, regional and local governments to identify, prioritize, and oversee infrastructure investments; and

BE IT FURTHER RESOLVED, that NCSL supports a governance structure for any such entity that includes meaningful state representation and input in project selection and decision-making; and

BE IT FURTHER RESOLVED, that NCSL affirms that an NIB should not replace or reduce existing formula-based funding to the states or disrupt established financing tools such as municipal bonds; and

BE IT FURTHER RESOLVED, that NCSL supports policies ensuring equitable access to financing for states of all sizes and regions, including rural and underserved communities; and

BE IT FURTHER RESOLVED, that NCSL encourages strong federal-state-local coordination and consultation in the development and implementation of any NIB to ensure it reflects the diverse needs and priorities of the states.