

A large, white, stylized paw print graphic is positioned on the left side of the slide, partially overlapping the text area. It has a soft shadow effect.

The National Infrastructure Bank Overview

Call to Action

ICRC is a wholly-owned subsidiary of VSE Corporation

- Why the National Infrastructure Bank?
- The Proposed Act
- Tasking
- Bank Organization
- Projects to be considered
- Bank Process
- Oversight
- Status
- Call to Action

Current National Infrastructure Situation



- Growing Gap between the costs of infrastructure development and the ability of local, state and other agencies to fund those efforts
 - Cost rise about 13-17% each year
- An Aging National Transportation Infrastructure
- *Funding of Port Infrastructure is not being adequately addressed on a national level*

The Proposed Act



- The Dodd-Hagel National Infrastructure Bank Act of 2007
 - bipartisan measure
 - addresses the critical needs of the US's major infrastructure systems.
 - The legislation establishes a new method for the Federal government to finance infrastructure projects of substantial **regional or national** significance more effectively with public and private capital
 - Does NOT replace existing formula grants or earmarks for infrastructure
 - Target “large capacity-building projects not adequately served by current financing mechanisms”

National Infrastructure Bank Tasking



- Evaluating and financing capacity-building infrastructure projects of substantial regional and national significance.
- “Infrastructure projects that come under the Bank’s consideration are publicly-owned mass transit systems, housing properties, roads, bridges, drinking water systems, and wastewater systems.”



What is
Missing?
Ports

Proposed Bank Organization



- Independent Government Entity
- Modeled after the Federal Deposit Insurance Corporation
- 5 Person Board of Directors appointed by the President confirmed by the Senate
- Professional Civil Service Staff including its own Inspector General

Project Characteristics for Consideration



- “Projects of substantial regional and national significance”
- Leverage private funding sources including PPPs
- Potential Federal Investment of \$75M or More
- Submitted by Project Sponsors:
 - State
 - Local
 - Tribe
 - Infrastructure Agency ... like a transportation authority
 - Or a consortium of Agencies

The Bank Process



1. Sponsor Submits Projects for Consideration
2. The NIB determines a level of Federal investment (Sliding Scale) based on:
 - type of infrastructure system or systems
 - project location
 - project cost
 - current and projected usage
 - non-Federal revenue
 - **regional or national** significance
 - promotion of economic growth and community development
 - **reduction in traffic congestion**
 - environmental benefits
 - land use policies that promote smart growth, and mobility improvements.

3. Develop a Financing Package backed “with full faith and credit of the Government.”
4. Finance Package could include:
 - direct subsidies
 - direct loan guarantees
 - long-term tax-credit
 - general purpose bonds
 - long-term tax-credit infrastructure project specific bonds.

- A public database is created to catalog what projects were funded and what financing packages were provided.
- Report annually to Congress
- Report every three years on the economic efficacy and transparency of all current Federal infrastructure financing methods, and how those methods could be improved.
- After five years, the Government Accountability Office would be tasked with evaluating the Bank's operations and efficacy.

- Introduced in the Senate August 2007 by Senators Dodd and Hagel (S. 1926)
 - 10 Bipartisan Co Sponsors
- Referred to the Senate Banking Housing and Urban Affairs
 - Hearings with Mayors held June 2008

- Introduced in the House August 2007 by Rep Ellison (H.R. 3401)
 - 2 Co Sponsors
- Referred to the following committees:
 - House Transportation and Infrastructure
 - House Transportation and Infrastructure, Subcommittee on Highways and Transit
 - House Transportation and Infrastructure, Subcommittee on Water Resources and Environment
 - House Financial Services

Call To Action - Recommendations



- Ports are part of our integral part national transportation infrastructure
- Learn more about the bank
- Contact your representatives to add Ports to the bank's scope
- AAPA should endorse adding Ports to the bank's scope

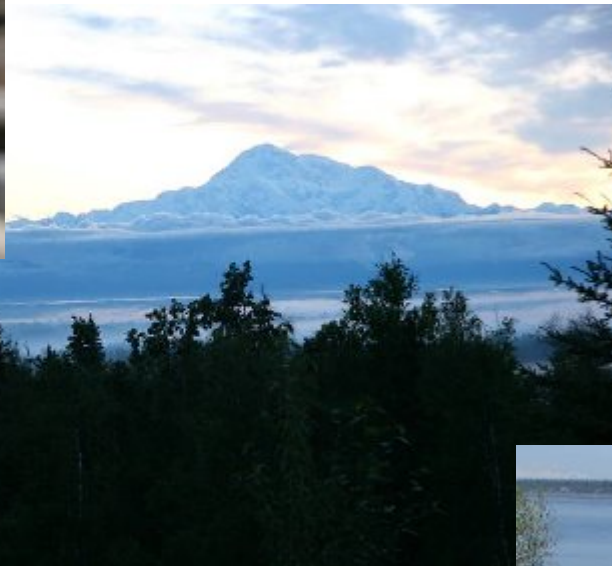
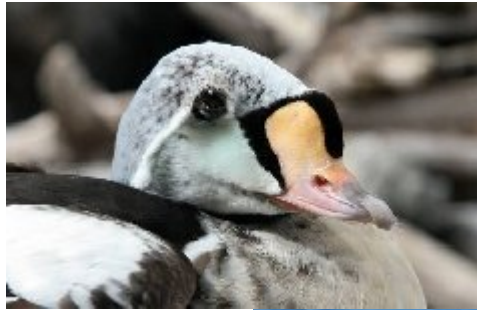
“The Bank would mark the first federal effort to prioritize infrastructure projects across different modes of transportation and of water treatment. It would be the first federal program to rate these different infrastructure projects on the basis of merit and to invest in projects based on their merit. And by focusing on projects of regional and national significance, the Bank would help us meet some of the biggest challenges that we are confronted with.”

Senator Dodd
6/12/08

Alaska is Fantastic In September



September 21 -25



- www.govtrackus.org
 - Senate: GovTrack.us. S. 1926--110th Congress (2007): National Infrastructure Bank Act of 2007, GovTrack.us (database of federal legislation)
<<http://www.govtrack.us/congress/bill.xpd?tab=summary&bill=s110-1926>> (accessed Jun 26, 2008)
 - House: GovTrack.us. H.R. 3401--110th Congress (2007): National Infrastructure Bank Act of 2007, GovTrack.us (database of federal legislation)
<<http://www.govtrack.us/congress/bill.xpd?bill=h110-3401&tab=summary>> (accessed Jun 26, 2008)
- <http://dodd.senate.gov>

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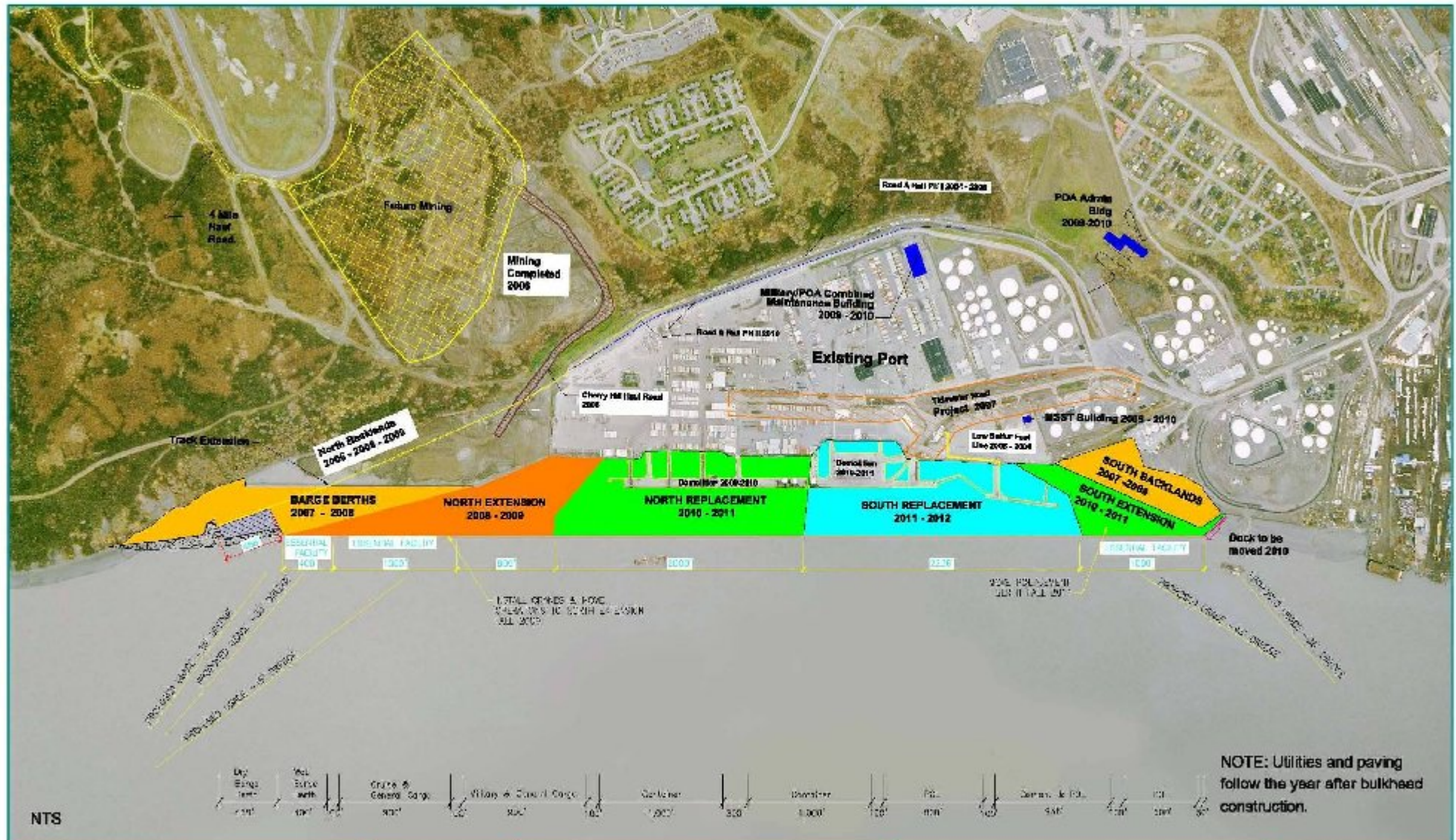
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The Plan



POA Expansion



Before



After

