



November 21, 2022

The **Indiana Passenger Rail Alliance (IPRA)** Supports **National Infrastructure Bank**

Whereas, The American Society of Civil Engineers (ASCE) stated in its 2021 report card that the United States received a grade of C- regarding the current state of infrastructure and that more than six trillion dollars would be needed to restore the nation's infrastructure to a state of good repair. \$2.6 trillion dollars is currently not funded and the remainder is inadequately funded. New, 21st Century projects are unfunded; and,

Whereas, The **Indiana Passenger Rail Alliance** seeks to facilitate the development of a modern, 21st Century, passenger rail network across the State of Indiana and the Midwest. The system would be consistent with sustainable environmental and energy policy, sound fiscal policy and forward-looking transportation policy; and,

Whereas, Modern, 21st Century passenger rail provides the critical backbone for a modern multimodal transportation system including rail, surface, and air components. IPRA believes that the time has come for Indiana to take a leadership role in planning, designing, building, and operating a transportation system suitable for the world of the 21st Century; and,

Whereas, the Goals of IPRA include support and education of decision makers related to:

- The improvement of Indiana's **South Shore Line (NICTD)** commuter rail service
- The resumption & expansion of the **Hoosier State** passenger rail corridor, with extensions to Cincinnati and Louisville
- The resumption of the Chicago to Fort Wayne passenger rail corridor, extending to Columbus, Ohio
- The reintroduction of passenger rail to Southern Indiana

Whereas, Congress introduced **H.R. 3339, The National Infrastructure Bank Act**. This new National Infrastructure Bank will be capitalized with no new federal appropriations. It will repurpose existing Treasury debt and require no new taxes and need no new federal appropriations. It will create 25 million new jobs, pay Davis-Bacon wages, and enforce Buy American provisions; and,

Whereas, The Bank would be created on the successful model of four previous national banking institutions, including those of Presidents George Washington, John Quincy Adams, Abraham Lincoln and Herbert Hoover/Franklin Roosevelt. The latter institution helped end the Great Depression and win WWII; and,

Whereas, the National Infrastructure Bank will finance urgently needed infrastructure including passenger rail, all necessary infrastructure to facilitate transportation in an integrated multi-modal system, and build all the needed water, electric transmission



systems, and supplier industries. A rail system would be the centerpiece of regional economic corridors and supercharge economic growth in Indiana and the contiguous states; and,

Whereas, this new National Infrastructure Bank has been endorsed by many organizations. 24 state legislatures have introduced or passed resolutions to Congress, and many city and county councils have passed resolutions, including: Pittsburgh, Toledo, Philadelphia, Chicago, and Cleveland. Institutional endorsements include: The National Association of Counties, The National Association of Development Organizations, the US High Speed Rail Association, the Northern Indiana Rail Passenger Association (NIPRA), All Aboard Ohio, the Northwest Ohio Rail Passenger Association, the Cascadia High Speed Rail Association; now, therefore, be it

Resolved, that the **Indiana Passenger Rail Alliance (IPRA)** hereby calls upon the Congress of the United States to pass H.R. 3339, and create a new National Infrastructure Bank; and be it further

Resolved, that suitable copies of this resolution be delivered to all members of the Indiana delegation to Congress, the Governor of Indiana, and to the President of the United States for their immediate action.