

1 **TRANSPORTATION**

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3 **PLATFORM CHANGES**

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5 **Platform Addition to Coordination and Connectivity Section**

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7 **F. Local Hire:** NACo supports the U.S. Department of Transportation’s 2021 reinstatement of the Local  
8 Labor Hiring Preference Pilot Program that will enable counties to evaluate the impacts of utilizing  
9 certain local contracting requirements on the competitive bidding process.

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11 **Approved | July 12, 2021**

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13 **Platform Addition to Coordination and Connectivity Section**

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15 **G. Safe Street Designs for Pedestrians/Cyclists:** NACo supports a process that gathers local input in a  
16 strategic review to modernize the Manual on Uniform Traffic Control Devices (MUTCD) with needed  
17 design improvements that prioritize the safety and comfort of all users of America’s streets, including  
18 pedestrians, cyclists, and transit riders.

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20 **Approved | July 12, 2021**

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22 **Platform Addition to Coordination and Connectivity Section**

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24 **H. National Voluntary Registry of Persons with Invisible Disabilities:** The National Association of  
25 Counties (NACo) urges the federal government to support a nationwide, individual state driven model  
26 that allows persons with hidden disabilities to voluntarily register that they have such a disability when  
27 applying for a government issued identification card and/or driver’s license.

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29 **Approved | July 12, 2021**

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31 **Platform Addition to Public Transportation Section**

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33 **F. Federal Assistance for Transit Expansion:** NACo supports the inclusion of new and existing funding  
34 mechanisms in any future federal transportation and infrastructure package, including incentives for  
35 private investment, such as public-private partnerships, to state and local governments for purposes of  
36 expanding, installing, and maintaining transit systems; including but not limited to Bus Rapid Transit  
37 (“BRT”), Heavy Rail, and Light Rail systems.

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39 **Approved | July 12, 2021**

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41 **RESOLUTIONS**

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43 **Resolution to Amend Federal Law Regarding the Use of Federal Highway Administration**  
44 **Emergency Relief Funds**

1 **Issue:** Current law governing the use of Federal Highway Administration (FHWA) Emergency Relief  
2 (ER) funds does not allow enough time for Counties with projects to repair roads damaged in federally  
3 declared disasters to advance to the construction stage.

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5 **Policy:** The National Association of Counties (NACo) urges Congress to amend federal law, specifically  
6 23 CFR 668.105(h), to allow entities receiving FHWA ER funds six years after a disaster occurrence to  
7 advance projects to the construction obligation stage, as opposed to two in current law. Additionally,  
8 NACo urges FHWA to suspend its recent practice of rejecting extensions to the two-year rule while  
9 Congress debates a change to current law.

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11 **Approved | July 12, 2021**

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13 **Resolution Urging Congress to Enact Legislation Creating a National Infrastructure Bank (NIB) to**  
14 **Finance Urgently Needed Infrastructure Projects**

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16 **Issue:** According to the American Society of Civil Engineers and the U.S. Congress, there is a budget  
17 shortfall of over \$2 trillion needed to finance urgently needed infrastructure programs. Current budget  
18 estimates cut discretionary funding. Also, this does not include much-needed programs such as  
19 broadband, passenger transit systems, high-speed rail, clean water supply projects, flood control systems,  
20 energy distribution systems and power grid upgrades. Therefore, the real financing need is well over \$4  
21 trillion. The National Infrastructure Bank (NIB) would finance projects within all regions of the U.S. In  
22 the past, the United States has employed four National Banking systems to build out the infrastructure,  
23 and the proposed new legislation follows in that successful model and tradition.

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25 **Policy:** The National Association of Counties (NACo) urges Congress to enact legislation to create a new  
26 National Infrastructure Bank system in the tradition of George Washington, John Quincy Adams,  
27 Abraham Lincoln and Franklin Roosevelt. This proposed bill has the following critical points:

- 28  
29 1. It would create a new National Infrastructure Bank (NIB) by exchanging existing Treasury debt  
30 for preferred stock in the bank. The proposal is to raise \$500 billion, out of the \$23 trillion in  
31 Treasury debt, and put it in the Bank. This would require no new federal debt.
- 32 2. The NIB would pay 2 percent interest above the Treasury yield to the investors, with all  
33 transactions being federally insured. The 2 percent would be included in the U.S. budget and not  
34 go through appropriations. This model has been used in the past, initiated by the first Treasury  
35 Secretary, Alexander Hamilton.
- 36 3. The NIB would perform as a traditional commercial bank and be able to provide financing in the  
37 form of loans. The Bank would loan out \$4 trillion to states, cities, counties, authorities, and multi-  
38 state entities to address the infrastructure crisis in the nation. Loans would be long-term, at  
39 Treasury rates, and for infrastructure projects only.
- 40 4. There would be a Board of Directors composed of mainly engineers and infrastructure experts;  
41 also a few state, local and county officials with experience in infrastructure construction to assist  
42 in the implementation of the projects. The Bank would report all banking transactions to Congress  
43 on a regular basis.
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1 5. The NIB would create 25+ million new high-paying jobs, which would increase the tax base and  
2 increase the productivity of the entire economy. Previous such entities have increased real GDP by  
3 3-5 percent per year, and payback multiples have been anywhere from 2-10 times the investment.  
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5 **Approved | July 12, 2021**

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7 **Resolution in Support of Eliminating Regulatory Impediments for Effective Delivery of Federal**  
8 **Aid Projects**  
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10 **Issue:** Elimination of Regulatory Impediments to the Effective Delivery of Federal Aid Projects  
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12 **Policy:** NACo urges the President and Congress to implement measures that would eliminate regulatory  
13 impediments on local and state sponsored federal aid projects to achieve our shared goals of strengthening  
14 transportation networks, improving public safety and advancing our economic competitiveness.  
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16 **Approved | July 12, 2021**

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18 **Resolution Directing Federal Policymakers to Include Direct Funding to Improve the Evacuation**  
19 **Routes Along the Gulf Coast and East Coast Coastal Communities**  
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21 **Issue:** During the need for evacuating counties and/or parishes, especially during active hurricane season,  
22 traffic is often congested and moves slowly to evacuate citizens out of the impacted areas  
23

24 **Policy:** The National Association of Counties (NACo) urges the improvement of existing evacuation  
25 routes and the possibility of including state routes as designated routes as well the prioritization and  
26 designation of funding for improvements to local counties and parishes evacuation routes.  
27

28 **Approved | July 12, 2021**

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30 **Resolution in Support of Direct Federal Funding to Local Governments for the Improvement and**  
31 **Maintenance of Local Roads in America**  
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33 **Issue:** Include direct federal funding for roads owned and operated by local governments to address  
34 America's rapidly deteriorating transportation network and create jobs.  
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36 **Policy:** The National Association of Counties (NACo) urges the president and Congress, through any  
37 proposed transportation infrastructure spending bill or reauthorization, to create dedicated federal funding  
38 allocated directly to local governments for the improvement and maintenance of local road and bridge  
39 infrastructure in America.  
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41 **Approved | July 12, 2021**