Easton, Pennsylvania                                           July 18, 2019

A regular meeting of the Northampton County Council was held on the above date with the following present: Ronald R. Heckman, President; Lori Vargo Heffner, Vice President; John Cusick; Matthew H. Dietz; Kevin Lott; William B. McGee; Robert F. Werner; Tara M. Zrinski; Linda M. Zembo, Clerk to Council and Christopher T. Spadoni, Solicitor to Council. Absent was Margaret L. Ferraro.

Pledge of Allegiance

Ms. Zrinski led County Council in the pledge of allegiance.

Approval of the Minutes – July 3, 2019

Mr. McGee made the following motion:

Be It Moved By the Northampton County Council that the minutes of the July 3, 2019 meeting shall be approved.

Ms. Vargo Heffner seconded the motion.

The minutes were approved by voice acclamation.

Confirmation of Appointments

Mr. McGee introduced the following resolution:

R. 71-2019  RESOLVED, by the Northampton County Council that the following individuals shall be confirmed in their appointments as indicated hereafter:

AREA AGENCY ON AGING ADVISORY COUNCIL

Appointment:                                                Term to Expire: 6/30/21
Paul G. Nagy
137 Roth Avenue
Hellertown, PA 18055
WORKFORCE BOARD LEHIGH VALLEY

Appointments:

Business Category                  Term to Expire: 6/30/21
Catherine Bailey
3273 Oakland Square Drive
Bethlehem, PA 18020

Michael Woodland                  Term to Expire: 6/30/23
32 Hopewell Drive
Nazareth, PA 18064

As there were no questions or comments, Mr. Heckman called for the vote.


The resolution was adopted by a vote of 8-0.

National Infrastructure Bank Presentation

Ms. Lisa Ditalia stated in May she joined with the National Coalition to implement a National Infrastructure Bank and they met with members of Congress in Washington, D.C., who were very receptive to their plan because municipalities, Counties and States were in dire need of massive infrastructure funding. She further stated everyone agreed infrastructure funding was needed, but they did not know how to pay for it.

Ms. Ditalia advised their proposal was a plan of how to pay for it, which was done in the past four times, and her colleagues would be going into the details. She further advised they have garnered support from Councils from all across the country, mostly in Pennsylvania, New York, New Jersey and Ohio. She noted their goal was to have a member of Congress introduce a resolution to implement a National Infrastructure Bank.

Mr. Stanley Forczek provided two documents entitled, “National Infrastructure Bank” (see Attachment #1). He stated there was an infrastructure crisis in the United States today because most of the infrastructure owned by municipalities and States was built in the 19th and 20th Centuries and there had not
been a lot of repair or renewal of it.

Mr. Forczek advised the American Society of Civil Engineers estimated it would take $4.8 trillion to fix the infrastructure in the United States and Cornell University indicated that if something was not done now within the next 5-8 years it would cost $16 trillion. He further advised they met with Pennsylvania State Representatives a few weeks ago, they met with people on a Federal level and next week they would be going to Washington, D.C. to hold two days of discussions with a lot of representatives.

Mr. Forczek stated the critical issue was that everyone agreed there was an infrastructure problem, but no one knew how to address it financially. He further stated the solution was to have a National Infrastructure Bank and he hoped County Council would show its support.

Ms. Angela Vullo advised she was a grass roots organizer and worked with Our Revolution Northern Virginia Public Group. She further advised they were urging people to think of this situation as a national emergency that could be life threatening. She further advised the country had not significantly invested in its future and its infrastructure went back 150 years and that was untenable.

Ms. Vullo stated there had to be bold moves by Congress to get a Federal infusion of capital into the States to help rebuild their infrastructure.

Mr. Stu Rosenblatt advised he was from Washington, D.C. and did a lot of work in Congress explaining how the bank would get funding. He further advised the document entitled, “A Bill To Create a National Infrastructure Bank” (see Attachment #2) explained the National Infrastructure Bank and there was a flow chart that showed where there was money.

Mr. Rosenblatt stated they were going to do this the same way all previous banks had been funded. He further stated there was $22 trillion of outstanding United States Treasury debt so they were going to offer the holders of the debt who were currently getting 2% the right to exchange it for stock in the bank to get double the interest and it would be Federally insured.
Mr. Rosenblatt advised they would capitalize the bank at $3-4 trillion, then they would amortize the debt exactly the way previous banks did and issue very low interest long-term loans and work with Counties, cities, authorities, etc. and build this country out of its infrastructure crisis.

Mr. Cusick stated he agreed there was a need for infrastructure improvements and his proposal for funding was interesting, but it was a shame that this country had money for infrastructure for places like Iraq, Afghanistan and Syria and to protect West Germany from Soviet tanks. He further stated there was plenty out there and it was just a matter of prioritizing and transferring the money being spent in other places to the Department of Transportation.

Mr. Forczek advised one of the problems with that was it involved the appropriation process and everyone knew how that worked. He further advised a lot of money was spent overseas and they really did not have the infrastructure problems this country had because their infrastructure was newer. He added the way they got the money to fix their infrastructure was the same model they were proposing, which was a National Infrastructure Bank.

In answer to Mr. Lott’s question as to how long they planned to have this bank in operation and where was the push back for this proposal, Mr. Forczek stated they had not found opposition, but they had no legislator who was willing to be the first one to put it forward. He further stated the term would be created when the legislation was implemented and they were only looking for a resolution supporting their proposal.

Courtesy of the Floor

Ms. Kelly Ehlman, 110 West Main Street, Pen Argyll, PA - advised she was an employee of Gracedale for 20 years and she was here to talk about the staffing crisis there. She provided a petition that contained approximately 200 signatures recognizing there was a continuing staffing crisis despite initiatives taken by upper management.

Ms. Ehlman stated she would be available to speak with members of County Council in a private setting and asked they investigate this matter further by obtaining employee and family feedback survey results conducted by management and review exit interviews.
When Mr. Cusick suggested she speak with her union representatives, Ms. Ehlman replied she had and it was not productive.

Mr. Heckman informed her that she should contact Ms. Vargo Heffner as she was the Chair of the Human Services Committee.

In response to Mr. Dietz's question as to whether she had any suggestions that have not been done to resolve the situation, Ms. Ehlman advised some things were done, but they did not provide a permanent solution.

County Executive Report

Mr. Lamont McClure, County Executive, stated the bonds for the forensic center and purchase of the Human Services Building were refinanced and saved 8.92% on the interest rate that would result in a saving of $453,000 over the life of the loan.

Mr. McClure advised the pension fund was at $418.1 million, which was the highest it had ever been. He further advised the County put in $10-20 million into the fund a year, which represented more than a 1 mill of taxation so he felt County Council should reconsider that amount.

Executive Session

Mr. McGee made a motion to enter into Executive Session to discuss pending litigation.

Mr. Cusick seconded the motion.

The motion passed by voice acclamation.

Mr. Heckman stated at 7:04 p.m. County Council entered into Executive Session to discuss pending litigation and at 7:26 p.m. they reconvened.

Public Hearing on the Ordinance Entitled, "AN ORDINANCE AUTHORIZING THE COUNTY OF NORTHAMPTON, EASTON, PENNSYLVANIA, TO LEASE APPROXIMATELY 7,982.6 SQUARE FEET OF INDOOR SPACE KNOWN AS SUITE 140 AT 1800 SULLIVAN TRAIL, FORKS TOWNSHIP, PENNSYLVANIA, FROM RB PARK PLAZA-I, LLC, 3864 COURTNEY STREET, SUITE 140, BETHLEHEM, PENNSYLVANIA"
Mr. Heckman advised the following ordinance was introduced by Ms. Vargo Heffner and Mrs. Ferraro at the July 3, 2019 meeting:

AN ORDINANCE OF THE NORTHAMPTON COUNTY COUNCIL AUTHORIZING THE COUNTY OF NORTHAMPTON, EASTON, PENNSYLVANIA, TO LEASE APPROXIMATELY 7,982.6 SQUARE FEET OF INDOOR SPACE KNOWN AS PARK PLAZA AT SULLIVAN TRAIL, 1800 SULLIVAN TRAIL, EASTON, PENNSYLVANIA, FROM RB PARK PLAZA-I, LLC, 3864 COURTNEY STREET, SUITE 140, BETHLEHEM, PENNSYLVANIA

WHEREAS, Northampton County Administrative Code Article XIII, Section 13.15 Purchase, Sale and Lease of Real Estate Section b. Sealed Appraisals, provides, "The County shall not purchase, sell, or lease real estate without first obtaining sealed appraisals from two (2) professional real estate appraisers."; and

WHEREAS, Northampton County Administrative Code Article XIII, Section 13.15 Purchase, Sale and Lease of Real Estate Section c. (1) Purchase/Sale/Lease of Real Estate, provides, "The County Executive, or his designee, may negotiate a contract for the purchase, sale or lease (with the County as lessor or lessee) of real estate. Any such purchase/sale/lease shall be approved by County Council, and no such contract shall bind the County nor shall any conveyance be lawful, until County Council approves the terms of the purchase/sale/lease."; and

WHEREAS, Northampton County Home Rule Charter Article 602 (a)(6) provides that the Northampton County Council shall enact an ordinance for any act which "purchase, conveys, leases or authorizes the purchase, conveyance or lease of any real property of the County".

NOW, THEREFORE, BE IT HEREBY ORDAINED AND ENACTED by Northampton County Council that it does hereby authorize the County of Northampton to lease approximately 7,982.6 square feet of indoor space known as Park Plaza at Sullivan Trail, 1800 Sullivan Trail, Easton, Pennsylvania, from RB Park Plaza-I, LLC, 3864 Courtney Street, Suite 140, Bethlehem, Pennsylvania, for $8,500 for the first year of the lease term with the rent increasing at a rate of 3% per year for the lease term of ten years. The lease shall be in accordance with the Lease Agreement, a copy of which is attached hereto and made a part hereof as Exhibit "A".
Effective Date - This ordinance shall become effective thirty days after the date of enactment.

Public Hearing

Mr. Heckman asked if there were any questions or comments from the public.

There were no respondents.

As there were no questions or comments, Mr. Heckman called for the vote.

The vote: Vargo Heffner, "yes"; Heckman, "yes"; Lott, "yes"; McGee, "yes"; Werner, "yes"; Zrinski, "yes"; Cusick, "yes" and Dietz, "yes".

The ordinance was adopted by a vote of 8-0.

Public Hearing on the Ordinance Entitled, "AN ORDINANCE ADOPTING THE LIVABLE LANDSCAPES GRANT PROGRAM GUIDELINES"

Mr. Heckman stated the following ordinance was introduced by Ms. Zrinski and Mr. Cusick at the July 3, meeting:

AN ORDINANCE ADOPTING THE LIVABLE LANDSCAPES GRANT PROGRAM GUIDELINES

WHEREAS, Ordinance No. 603-2015 entitled, "AN ORDINANCE ESTABLISHING "THE LIVABLE LANDSCAPES" - AN OPEN SPACE PLAN PROGRAM FOR NORTHAMPTON COUNTY AND FURTHER PROVIDING FOR THE ADMINISTRATION OF THE 21ST CENTURY OPEN SPACE INITIATIVE", was enacted by the Northampton County Council on January 11, 2016; and

WHEREAS, on or about October 3, 2013, the Northampton County Council adopted Resolution No. 85-2013, entitled "A RESOLUTION SUPPORTING THE DEVELOPMENT OF THE NORTHAMPTON COUNTY LIVABLE LANDSCAPES STRATEGIC OPEN SPACE PLAN"; and

WHEREAS, On February 2, 2017, the Northampton County Council adopted Ordinance No. 613-2017 that replaced the Open Space Natural Areas Grant Program with the Environmental Services Assistance Grant Program; and
WHEREAS, on June 27, 2019, the Northampton County Council received a request to adopt the Livable Landscapes Grant Program Guidelines to replace the Environmental Services Assistance Grant Guidelines.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED that the Northampton County does hereby adopt the Livable Landscapes Grant Program Guidelines as set forth in the attached documentation labeled Exhibit “A”.

Public Hearing

Mr. Heckman asked if there were any questions or comments from the public.

There were no respondents.

As there were no questions or comments, Mr. Heckman called for the vote.


The ordinance was adopted by a vote of 8-0.

Discussion Regarding the Forensic Center

Mr. Charles Dertinger, Director of Administration, advised as they were going through the bidding process for the forensic center they encountered a number of questions due to the complexity of some of the issues on the project. He further advised the timing for which they were getting the responses back to bidding contractors resulted in them not getting the contracts before County Council at the last Finance Committee meeting.

Mr. Dertinger stated they wanted to keep this project moving and on schedule so he asked Mr. Heckman if he would agree to hold either a Special Finance Committee or Committee of the Whole meeting. He further stated they were to receive the bids tomorrow and at that time, they would have a better understanding if a meeting would be required.
Mr. Heckman advised he suggested holding a Special Finance Committee before the next County Council meeting.

In answer to Mr. Dietz's question as to whether it could just be an agenda item on the County Council meeting agenda, Mr. Dertinger stated he suggested another meeting as there may be some in depth discussions and there may be a request to adopt some resolutions.

Introduction of an Ordinance Entitled, "AN ORDINANCE AUTHORIZING THE PURCHASE OF APPROXIMATELY 1.4 ACRES, MORE OR LESS, AS DETERMINED BY SURVEY OF REAL PROPERTY BY THE COUNTY OF NORTHAMPTON IN PLAINFIELD TOWNSHIP, PENNSYLVANIA, FROM NORFOLK SOUTHERN RAILWAY COMPANY"

Mr. Heckman advised the following ordinance was introduced by Ms. Zrinski and Mr. Werner:

AN ORDINANCE AUTHORIZING THE PURCHASE OF APPROXIMATELY 1.4 ACRES, MORE OR LESS, AS DETERMINED BY SURVEY OF REAL PROPERTY BY THE COUNTY OF NORTHAMPTON IN PLAINFIELD TOWNSHIP, PENNSYLVANIA, FROM NORFOLK SOUTHERN RAILWAY COMPANY

WHEREAS, Northampton County Home Rule Charter Section 602(a)(6) provides that the Northampton County Council shall enact an ordinance for any act which conveys, leases, purchases or authorizes the conveyance, lease or purchase of any real estate property of the County; and

WHEREAS, on July 9, 2019, the Parks, Recreation and Open Space Advisory Board provided a recommendation for Northampton County to purchase (fee simple acquisition) the Norfolk Southern property in Stockertown, located in Plainfield Township, part of Two Rivers Area Trail Gap 9A, of approximately 1.4 acres, more or less, as determined by survey, to be approved by the Northampton County Council.

WHEREAS, on July 15 2019, Northampton County Council was requested to authorize the County Executive to enter into an Agreement of Sale with Norfolk Southern Railway Company to purchase approximately 1.4 acres, more or less, as determined by survey, of real property located in Plainfield Township, County of Northampton, Commonwealth of Pennsylvania, as more fully described in a Deed recorded in the Office of the Recorder of Deeds of Northampton County, Pennsylvania (Deed Book Volume
2003-1 Page 434,659) also known as Northampton County Parcel Number H8 17 1 in consideration of One Hundred and Fifty Thousand and 00/100 dollars ($150,000) per acre based on number of acres determined by the survey. Earnest Money is required to bind the Agreement of Sale in the amount of Twenty-Five Thousand and 00/100 dollars ($25,000), which shall be credited toward the total price at closing. The Total Purchase Price shall not exceed Two Hundred and Twenty-Five Thousand and 00/100 dollars ($225,000).

NOW THEREFORE, BE IT HEREBY ORDAINED AND ENACTED by the Northampton County Council that it does hereby authorize the County Executive to enter into an Agreement of Sale to purchase approximately 1.4 acres, more or less, as determined by the survey, located in Plainfield Township, as not to exceed $225,000, from Norfolk Southern Railway Company in accordance with the Agreement of Sale which is attached hereto and made a part hereof as Exhibit "A".

Effective Date - This ordinance shall become effective thirty days after the date of enactment.

Mr. Heckman stated the public hearing, debate and possible vote would be held at the August 1, 2019 meeting.

Consideration of a Personnel Request Resolution: Department of Human Services - Gracedale

Mr. McGee introduced the following resolution:

R. 72-2018  IT IS HEREBY RESOLVED by the Northampton County Council that the one (1) full time position of Secretary II Gracedale Social Services & Nursing, pay grade CS-15, salary $33,124, in the Department of Human Services - Gracedale Nursing Home, be upgraded to (1) one full time position of Nursing Administrative Assistant, pay grade CS-17-1A, salary $36,320, effective July 18, 2019.

As there were no questions or comments, Mr. Heckman called for the vote.

The vote: McGee, "yes"; Vargo Heffner, "yes"; Werner, "yes"; Zrinski, "yes"; Cusick, "yes"; Dietz, "yes"; Heckman, "yes" and Lott, "yes".
The resolution was adopted by a vote of 8-0.

Consideration of a Pennsylvania Commission on Crime and Delinquency Grant Resolution

Mr. Lott introduced the following resolution:

R. 73-2019 WHEREAS, the Pennsylvania Commission on Crime and Delinquency (PCCD) is awarding the County of Northampton a grant totaling $439,600 for the Fresh Start Program for the period July 1, 2019 through June 30, 2021.

NOW THEREFORE BE IT RESOLVED the Northampton County Council does hereby concur that the County Executive accept the PCCD grant for the Fresh Start Program totaling $439,600, for the period July 1, 2019 through June 30, 2021.

As there were no questions or comments, Mr. Heckman called for the vote.


The resolution was adopted by a vote of 8-0.

Consideration of a Resolution Regarding Penn Praxis

Ms. Zrinski introduced the following resolution:

R. 74-2019 WHEREAS, the County of Northampton implemented the Northampton County Open Space Initiative enacting the Northampton County Open Space Ordinance #423-2004 on November 5, 2004; and

WHEREAS, the County of Northampton adopted Ordinance #603-2015, titled, "AN ORDINANCE ESTABLISHING "THE LIVABLE LANDSCAPES - AN OPEN SPACE PLAN PROGRAM FOR NORTHAMPTON COUNTY AND FURTHER PROVIDING FOR THE ADMINISTRATION OF THE 21ST CENTURY OPEN SPACE INITIATIVE" on January 7, 2016; and

WHEREAS, the Northampton County Parks, Recreation, and Open Space Advisory Board has recommended approval at the July 9, 2019 meeting, the Penn Praxis Study Addendum - D&L Trail North
County Council Minutes -12- July 18, 2019

Catasauqua to Northampton Boroughs Project – Delaware & Lehigh National Heritage Corridor, Inc.; and

WHEREAS, the Northampton County funding will be used as follows:

Grantee: Delaware & Lehigh National Heritage Corridor, Inc.

County Grant Request: $25,000

Other Grants: $25,000 (Delaware & Lehigh National Heritage Corridor, Inc.)

Description of Project: Work on the following locations in Northampton County in connection to the D&L Trail that combine historic/cultural, environmental, and recreational aspects.

1) Lehigh Trestle in North Catasauqua Borough – to look at feasibility options for connections of the trail, historical buildings/structures, road crossing, and river access;
2) Trailhead in North Catasauqua Borough – to create concepts for trail access and additional recreation opportunities;
3) Lock 35 Bridge and River Use in Northampton Borough – to explore the area of Lock 35 for ecological enhancements including passive recreation of a picnic and play area, fishing access and river access, and viewsheds;
4) Canal Stormwater Mitigation – to investigate options for rewatering and stabilizing the canal, Guard Lock #6, and canal basin under the Lehigh Street Bridge. Stakeholders meetings will be conducted and design recommendations will be provided for trail, trailhead, and overall site concepts of the specific areas of the D&L Trail and canal within North
NOW, THEREFORE, BE IT RESOLVED By the Northampton County Council:

1. The Northampton County Council hereby approves the Penn Praxis Study Addendum - D&L Trail North Catasauqua to Northampton Boroughs Project. Further, the Northampton County Executive, through the office of the Program Administrator of the Northampton County Livable Landscapes Program, or his designee, is directed to take any and all steps necessary to administer and complete Northampton County's obligations in this project.

2. The Northampton County Council further directs the Northampton County Executive to appropriate $25,000.00 of Livable Landscapes Funding as the Northampton County contribution to the Penn Praxis Study Addendum D&L Trail North Catasauqua to Northampton Boroughs Project. Should an amount be less than the sum approved by County Council, the remaining balance shall be placed back into the appropriate fund from which it was allocated.

As there were no questions or comments, Mr. Heckman called for the vote.

The vote: Zrinski, "yes"; Werner, "yes"; Cusick, "yes"; Dietz, "yes"; Heckman, "yes"; Lott, "yes"; McGee, "yes" and Vargo Heffner, "yes".

The resolution was adopted by a vote of 8-0.

Consideration of a Pipeline Safety Resolution

Ms. Zrinski withdrew the following resolution from consideration:

WHEREAS, protecting the health, safety and economic security of Pennsylvania and its residents is of the highest importance; and
WHEREAS, Natural Gas pipelines fail and explode with alarming frequency in the United States killing and injuring people and causing millions of dollars in damage. Interstate pipelines are permitted by the Federal Energy Regulatory Commission (FERC), which has approved all but one pipeline over the past 30 years and routinely rejects legitimate concerns raised by impacted communities and residents; and

WHEREAS, in the past two years, there have been 12 deaths and 10 injuries reported from natural gas pipelines in the United States. Pipeline explosions have caused millions of dollars in damage and evacuations. This does not account for the many injuries, deaths and extensive property damage reported from natural gas explosions reported at homes, apartment buildings, businesses and from local natural gas infrastructure.

WHEREAS, there are more than 2.7 million miles of natural gas and hazardous liquid pipelines in the United States, which are buried underground and routed close to homes, schools and other culturally and ecologically important locations, raising concerns for workers and residents in close proximity to the constant passage of these volatile materials, posing persistent threats; and

WHEREAS, Pennsylvania and its residents should be free from fear as to the catastrophic destruction of life and/or property as a result of such infrastructure projects; and

WHEREAS, all levels of Government must evaluate and mitigate such risks; and

WHEREAS, Adelphia Gateway Pipeline, LLC (Adelphia) filed an application with the FERC in 2018 proposing to increase capacity on the Northern segment to the existing 18-inch diameter and 20-inch diameter portions and convert both the northern and southern segments, representing 50 miles of the 84 miles pipeline, and construct and operate about 4.7 miles of the new 16-inch diameter natural gas pipeline, five meter stations with eight interconnects, seven blowdown assemblies, two mainline valves and facilities in Delaware, Bucks, Montgomery and Northampton Counties, Pennsylvania; and

WHEREAS, PennEast Pipeline, LLC (PennEast) filed an application with FERC in 2014 for a 120 mile 36-inch diameter natural gas transmission line, including three lateral lines extending off the mainline, a compressors station and above-ground facilities, running through Luzerne, Carbon, Northampton
and Bucks Counties in Pennsylvania and Mercer and Hunterdon Counties in New Jersey; and

WHEREAS, the Adelphia and proposed PennEast pipelines (and all future pipelines) present threats to Northampton County and the Commonwealth of Pennsylvania, including threats to schools, residential uses, businesses, emergency responders and others; and

WHEREAS, Northampton County Council passed Resolutions No. 47-2018 and No. 48-2018 for the “potential safety threats to neighboring communities” and “significant impacts to environmentally sensitive land”; (attached hereto and marked as Exhibit A and B respectively and intended to become a part hereof); and

WHEREAS, other pipelines have experienced multiple serious incidents which resulted in fines due to inadequate vigilance towards safety of the pipeline due to the karst geology which is present in Northampton County; and

WHEREAS, Bethlehem Township, a municipality in Northampton County, has significant impacts given the proximity of the proposed PennEast pipeline to the Farmersville Elementary School, Hope Ridge Community, Southmont Shopping Center and the Route 33 corridor extending past St. Luke’s Anderson Campus to the Lehigh River (Attached as Exhibit C and intended to become a part hereof is a map as to the impact in Bethlehem Township); and

WHEREAS, Bethlehem Township unsuccessfully attempted to negotiate the use of class 4 pipe and to move the pipeline the necessary 1000 feet to mitigate catastrophic outcomes given the proximity of the aforementioned community institutions within the “Danger Zone”, which would place these community institutions outside the calculated blast radius; and

WHEREAS, a potential ruptured or ignited pipeline within the given parameters of the PennEast pipeline would allow those within a 1500 foot radius proximity less than one minute to evacuate and find shelter, to prevent personal injury and furthermore, those within 700 feet would have 30 seconds to find shelter, providing a 50% chance of mortality; (Attached hereto as Exhibit D is a letter to Senator Lisa Boscola and Representative Marcia Hahn dated August 16, 2018 Letter to Senator Lisa Boscola and Representative Marcia Hahn); and
WHEREAS, municipalities are neither properly prepared nor properly equipped for responding to life threatening disasters which may be caused by the current Adelphia and proposed PennEast pipelines.

NOW, THEREFORE, BE IT RESOLVED by Northampton County Council as follows:

1. Northampton County Council resolves that all municipalities affected by the current Adelphia and proposed PennEast pipelines be notified as to creditable leak detection and notification systems and that a County wide disaster response plan with evacuation procedures be provided by such pipeline owners.

2. Any and all costs associated with planning, implementing and/or maintaining such safety measures as set forth in this Resolution be solely and exclusively born by the owners of the current Adelphia and proposed PennEast pipelines.

3. Northampton County Council requests that the Pennsylvania Public Utility Commission and the Pennsylvania Department of Environmental Protection enforce all State and/or Federal rules and regulations applicable to ensure the protection of pipeline workers, people living and working in Northampton County, all Pennsylvanians and the environment.

4. Northampton County sets forth its support for Pennsylvania Union Members in the safe construction and operation of the current Adelphia and proposed PennEast pipelines, and all other future pipelines.

5. Northampton County Council asserts that the concerns and issues set forth in this Resolution are best advanced when jobs are made available to Pennsylvania residents to ensure the safety and prosperity of Pennsylvania and the environment.

Consideration of Article XIII Contract Resolutions: a) Prime Care Medical, Inc.; b) Mid Atlantic Rehabilitation Services, Inc.; c) Nyleve Bridge Corp; d) H.T. Lyons
Prime Care Medical, Inc.

Mr. Werner introduced the following resolution:

R. 75-2019  WHEREAS, Northampton County Administrative Code Article XIII Procurement and Disposition of County Property, Section 13.15 Contracts and Agreements c. (1) requires approval of County Council for "...any contract exceeding $100,000, which was awarded using the Competitive Negotiation, Negotiation After Competitive Sealed Bidding, and Non-Competitive Negotiation source selection methods. For contracts with renewal clauses, the entire potential payout if all renewal clauses are exercised under the terms of the contract must be considered when determining if Council approval is necessary"; and

WHEREAS, on June 24, 2019, the Northampton County Council received a request from the County Executive for County Council to adopt a resolution approving a contract with Prime Care Medical, Inc. for prison healthcare services for a seven (7) year contract without provisions for increases with the option to extend for one (1) additional two (2) year extension and one (1) additional one (1) year extension for an initial amount of $24,240,391.91 based on a fixed rate of $3,462,913.13 per year and if all the renewals are exercised the total amount would be $36,039,725.05.

NOW, THEREFORE, BE IT RESOLVED that the Northampton County Council does hereby concur with the recommendation of the County Executive, as set forth in the attached documentation to approve a contract with Prime Care Medical, Inc.

Mr. Cusick advised Prime Care did an excellent job and there were good things in this contract, but he was concerned about its term.

Mr. James Kostura, Director of Department of Corrections, stated the extension allowed them to get a better price and there was an opt-out clause.

Mr. Lott advised it provided a stable price for health care costs for seven years.

As there were no further questions or comments, Mr. Heckman called for the vote.

The resolution was adopted by a vote of 7-1.

Mid Atlantic Rehabilitation Services, Inc.

Mr. Werner introduced the following resolution:

R. 76-2019 WHEREAS, Northampton County Administrative Code Article XIII Procurement and Disposition of County Property, Section 13.15 Contracts and Agreements c.(2) requires approval of County Council for “any contract where costs are to be funded with monies outside of the County’s General Fund, such as those funded through bonded indebtedness.”

WHEREAS, on June 27, 2019, the Northampton County Council received a request from the County Executive for County Council to adopt a resolution endorsing a contract to be funded with by a grant from the Pennsylvania Commission on Crime and Delinquency for Mid Atlantic Rehabilitation Services, Inc. for the term of one (1) year for the amount of $120,651 (the County may agree in writing to extend this agreement for additional one (1) year terms for a total of five (5) years if grant funding is available) for a consultant to administer the direct services of the Non-Narcotic Medication Assisted Program.

NOW, THEREFORE, BE IT RESOLVED that the Northampton County Council does hereby concur with the recommendation of the County Executive, as set forth in the attached documentation, to approve a contract with Mid Atlantic Rehabilitation Services, Inc.

As there were no questions or comments, Mr. Heckman called for the vote.


The resolution was adopted by a vote of 8-0.
Nyleve Bridge Corp

Mr. Werner introduced the following resolution:

R. 77-2019  WHEREAS, Northampton County Administrative Code Article XIII Procurement and Disposition of County Property, Section 13.15 Contracts and Agreements c.(2) requires approval of County Council for "any contract where costs are to be funded with monies outside of the County’s General Fund, such as those funded through bonded indebtedness".

WHEREAS, on June 24, 2019, the Northampton County Council received a request from the County Executive for County Council to adopt a resolution endorsing a contract to be funded with 2013 Bond Bridge Renovation monies and either Act 89 or Act 44 monies which is to be determined by the Pennsylvania Department of Transportation for Nyleve Bridge Corp. for a six month term for the amount of $658,386.79 for the latex modified concrete overlay of Bridge 93, Bridge 118 and Bridge 226.

NOW, THEREFORE, BE IT RESOLVED that the Northampton County Council does hereby concur with the recommendation of the County Executive, as set forth in the attached documentation, to approve a contract with Nyleve Bridge Corp.

As there were no questions or comments, Mr. Heckman called for the vote.

The vote: Werner, "yes"; Heckman, "yes"; Lott, "yes"; McGee, "yes"; Vargo Heffner, "yes"; Zrinski, "yes"; Cusick, "yes" and Dietz, "yes".

The resolution was adopted by a vote of 8-0.

H.T. Lyons

Mr. Werner introduced the following resolution:

R. 78-2019  WHEREAS, Northampton County Administrative Code Article XIII Procurement and Disposition of County Property, Section 13.15 Contracts and Agreements c. (1) requires approval of County Council for "...any contract exceeding $100,000, which was awarded using the Competitive Negotiation, Negotiation After Competitive Sealed Bidding, and Non-Competitive Negotiation source selection methods. For
contracts with renewal clauses, the entire potential payout if all renewal clauses are exercised under the terms of the contract must be considered when determining if Council approval is necessary"; and

WHEREAS, on July 15, 2019, the Northampton County Council received a request from the County Executive for County Council to adopt a resolution approving a contract with H.T. Lyons for Heating, Ventilation and Air Conditioning Maintenance for the Jail, for a term for five years for the amount of $32,560 a year for a total of $162,800.

NOW, THEREFORE, BE IT RESOLVED that the Northampton County Council does hereby concur with the recommendation of the County Executive, as set forth in the attached documentation to approve a contract with H.T. Lyons.

As there were no questions or comments, Mr. Heckman called for the vote.

The vote: Werner, "yes"; Heckman, "yes"; Lott, "yes"; McGee, "yes"; Vargo Heffner, "yes"; Zrinski, "yes"; Cusick, "yes" and Dietz, "yes".

The resolution was adopted by a vote of 8-0.

Human Services Committee Report

Ms. Vargo Heffner stated the Human Services Committee met earlier this evening and received a presentation by Haven House who was doing a mental health program at Gracedale. She further stated they discussed the issues with Civil Service with regard to the hiring of individuals for Children, Youth and Families and it was agreed to look into the matter further to determine what action should be taken.

Ms. Vargo Heffner advised the next Human Services Committee will be held at 3:30 p.m. on August 1, 2019.

Personnel Committee Report

Mr. McGee stated the Personnel Committee met yesterday and discussed the items that appeared on tonight’s County Council meeting agenda. He further stated he planned to present the
Deputy Clerk to County Council position resolution at the August 1, 2019 County Council meeting.

Energy, Environment and Land Use Committee Report

Ms. Zrinski advised the Energy, Environment and Land Use Committee met earlier in the evening and a discussion was held with regard to pipeline safety and emergency response. She further advised they discussed the Norfolk Southern acquisition at the Two Rivers Trail Gap and the Penn Praxis study.

Hemp Ad Hoc Committee Report

Ms. Zrinski stated the Hemp Ad Hoc Committee drafted a survey and was awaiting approval. She further stated the next meeting would be held at 9:30 p.m. on July 22, 2019 at Wegmans.

General Purpose Authority Liaison Report

Ms. Vargo Heffner advised the full milestone payment was not made to Krieger, but they did make a partial payment for work that was done.

Ms. Vargo Heffner stated they were issuing a Request for Proposal to do a study on the Glendon Hotel property to determine what could be done there.

Ms. Vargo Heffner advised they were looking for an insurance company and a special meeting was conducted yesterday to meet with several people to handle bridge and authority insurance issues.

County Commissioners Association of Pennsylvania (CCAP) Liaison Report

Mr. Cusick stated tomorrow he would be participating on the committee that would be holding interviews for the replacement of the Executive Director Doug Hill.
Lehigh Valley Planning Commission Liaison Report

Mr. McGee advised the Executive Council of the Lehigh Valley Planning Commission met today and they received a status report on the Multi-Municipal Comprehensive Plan. He further advised they reviewed the Federal Transit Administrative Integrated Mobility Innovation Grant application.

Lehigh Valley Climate Change Network Report

Ms. Zrinski stated the Lehigh Valley Climate Change Network was a new group that was forming to develop a regional plan for climate change and there were representatives from the Lehigh Valley Planning Commission in attendance as well as other coalition members.

PBS Legislative Day

Ms. Zrinski advised she attended the PBS Legislative Day and PBS 39 news was doing great work on educating people on the opioid crisis and they had a Ready to Read Program to ensure that every child could read by third grade.

Adjournment

Ms. Vargo Heffner made a motion to adjourn the meeting.

Mr. McGee seconded the motion.

The motion to adjourn passed unanimously by acclamation.

_________________________
Linda M. Zembo
Clerk to Council
National Infrastructure Bank
A Hamiltonian solution to today’s infrastructure crisis

By Stanley Forczek, Coalition for National Infrastructure Bank

While there are a plethora of infrastructure projects requiring funding in New Jersey and throughout the Nation, the most urgent is the Gateway Project continuing the connection between North Jersey and New York City. Fully 20% of the Gross Domestic Product (GDP) of the nation flows through the two 100-plus year old tubes that link the two jurisdictions. Part of this immense project is also the North Portal Bridge over the Hackensack River, allowing rail traffic through the tunnels and into Manhattan. This bridge, which is also well over 100 years old, breaks down 11% of the time it is opened for river commerce.

The cost of building the new Gateway tunnels will be approximately $13 billion, the cost of rehabilitating the existing trans-Hudson tunnels will be another $2 billion and the cost of building a new Portal Bridge will be $1.5 billion. The costs of not implementing the program will be far greater; as they would include the unseen costs of gridlock time, the reduction of productivity, disruption of the GDP, and many more components.

The tip of the iceberg
Even if the Gateway Project were to be constructed, there remain thousands of deteriorating bridges used by rail operators between Boston and Washington, D.C. Many of those structures are likewise very old and in similar need of urgent repair. Were any of those bridges to collapse, train traffic would also stop, disrupting the GDP of the country. A point to bear in mind is that the Nation's railroad lines were constructed in the 1850s and many remain with that same architecture; in comparison rail lines in Europe and the Far East were designed and built in the 1960's after the devastation of World War II.

The infrastructure crisis hardly starts and stops with rail/tunnel connections. Over 300 school facilities in nearly 50 school districts in New Jersey have found lead in the drinking water. Newark's Mayor Ras Baraka has called this the real emergency in the nation. Contaminated water supplies affect every state and many localities. Like the railroad problem, where much of the road ways in the country goes back to the Civil War, a significant number of national water systems are also over 100 years old. They simply have outlived their projected usefulness. This is true for roads, highways, gas distribution lines, and even communication satellites.

The cost to bring our aging, decrepit infrastructure up to a "state of good repair," Grade B, according to the American Society of Civil Engineers (ASCE), is well over $4 trillion.
While perhaps half of that sum has been allocated, the other half has not, and the cost of doing nothing is causing dollar amounts to skyrocket. U.S. House of Representatives Transportation and Infrastructure Committee Chairman Peter DiFazio estimates that for every dollar not deployed now to fix our infrastructure, the cost will increase to $4 or $5 per project. DiFazio estimated in a recent committee hearing that that the economy would lose $4 trillion in GDP between now and 2025 leading to a loss of 2.5 million jobs and many other dire consequences.

Currently, there is still no agreement on funding the Gateway Project, let alone the other programs for New Jersey or the nation.

As of now, there are no bills in congress which address this shortfall in our infrastructure spending. Some bills will allocate $500 billion to $1 trillion over 10 years, but none propose to address the real shortfall of $4 trillion or more. Against this amount, the ASCE pegs the need at $4.6 trillion, the U.S. Chamber of Commerce says it is $3.7 trillion, and North America’s Building Trades Unions say it is $4 trillion.

As for the administration, the President’s 2020-21 capital budget proposes to cut federal grants to Amtrak’s Northeast Corridor by 50%. The Gateway project has been downgraded to a medium-low priority, making it ineligible to receive Capital Investment Grants from the Federal Transit Administration. The administration inexplicably now labels the Gateway Project a local responsibility.

Currently, there is still no agreement on funding the Gateway Project, let alone the other programs for New Jersey or the nation.

National Infrastructure Bank

That is why I am working with people across the nation in a broad coalition to get a bill introduced into Congress for the creation of at least a $4 trillion National Infrastructure Bank (NIB). This bank would be capitalized in a way already used by other such institutions. It would monetize existing Treasury debt, thus creating no new debt, would be federally guaranteed, and would pay an interest rate approximately 2% above Treasuries. With the NIB in place, partisanship is removed from designation of projects and over 2.5 million new, high-wage jobs would be created. The increase in productivity and industry would yield a pay back of many times the expenditure, as occurred under all the previous national banks.

Already, 17 state legislatures, including New Jersey, have introduced resolutions to Congress urging that such a bank be immediately enacted. The Trenton City Council recently passed a resolution in support of the NIB, and our group has delivered testimony to many other elected bodies and institutions.

There is now a real buzz to bring this kind of National Infrastructure Bank into existence. At the recent Congressional City Conference of the National League of Cities on March 11, the morning panel was dedicated to infrastructure. Congressman and Vice-Chairman of the House Transportation and Infrastructure, Salud Carbajal (California), proposed that a national infrastructure bank be one of the avenues pursued by Congress to address the issue.

Our efforts are aimed at nothing short of creating this very large national bank, which can finally tackle the massive problem that confronts us. We have put off this crisis for far too long, and the day of reckoning has finally arrived. If you would like to join this effort, feel free to contact me.

Stanley Forczek is a transportation and energy executive. He retired from Amtrak with over 30 years of service; and has also worked as a consultant for a variety of engineering, energy, and financial services firms. He can be reached at sfonczek@comcast.net or 216-436-2287.
WHEREAS, The United States is in a deep infrastructure crisis; the American Society of Civil Engineers, the U.S. Chamber of Commerce, the International Association of Machinists and Aerospace Workers, and the North American Building Trades Unions all estimate the infrastructure shortfall at approximately $4 trillion; this does not account for needed spending on new projects, including high-speed rail systems, water projects, a modernized power grid, and nationwide broadband; and

WHEREAS, The American Society of Civil Engineers gave the State of Illinois a grade of C+ on its 2017 Infrastructure Report Card; on the state of its roads, the State received a grade of a D and was ranked third worst in the nation in travel delay and truck congestion; the State has 2,300 structurally deficient bridges, and many of the State's over 1,500 water systems were built in the first half of the 20th century and now need urgent repair and replacement; and

WHEREAS, While the State can partially finance many projects, it needs a funding partner to address all of the infrastructure needs; the proposed National Infrastructure Bank could join with all states, including Illinois, and with public banks to provide the necessary funding for everything from mass transit to clean water, rural broadband, and passenger and high-speed rail; and

WHEREAS, The Bank would be capitalized at $3 to $4 trillion
with little new taxpayer money; the Bank would be funded on the
successful model of Alexander Hamilton's First Bank of the
United States and subsequent National Banks, including the
Lincoln Banking Acts and Franklin Roosevelt's Reconstruction
Finance Corporation; the Bank would repurpose existing
treasury debt to useful projects; and

WHEREAS, This project has been endorsed by many labor
organizations and institutions, including the Democratic
Municipal Officials, the National Federation of Federal
Employees, the National Latino Farmers and Ranchers
Association; resolutions in support of this project have been
filed by 16 state legislatures; therefore, be it

RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE ONE
HUNDRED FIRST GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, that
the Illinois House of Representatives hereby calls upon the
Congress of the United States to introduce legislation to
create this new National Infrastructure Bank, which will enable
our nation to erect a new infrastructure platform appropriate
for the 21st century; and be it further

RESOLVED, That suitable copies of this resolution be
delivered to all members of the Illinois delegations to
Congress and to the President of the United States for their
immediate consideration and action.

ILLINOIS HOUSE OF REPRESENTATIVES RESOLUTION HR
14 "URGING CONGRESS TO CREATE A NEW NATIONAL
INFRASTRUCTURE BANK"
ADOPTED, APRIL 2, 2019
RESOLUTION
No. 19-56

Date of Adoption: FEB 07 2019

Factual content certified by:

CITY ATTORNEY

Councilman/woman: Marge Caldwell-Wilson

presents the following Resolution:

A RESOLUTION FOR THE TRENTON CITY COUNCIL
ON NATIONAL BANK FOR INFRASTRUCTURE

WHEREAS, there is a widely acknowledged shortfall in infrastructure spending in the nation. The American Society of Civil Engineers gave the country a D+ in its 2017 Report Card and said the nation needs to spend $4.6 trillion to repair current infrastructure; the U.S. Chamber of Commerce reports that the infrastructure shortfall is over $3.7 trillion and the North American Building Trades Unions state that the deficit is $4 trillion; and,

WHEREAS, the infrastructure crisis in the New York-New Jersey region is worsening by the day. The New York Times estimated that the cost to repair the damage to New York Subway system is $50-100 billion; the needed funds to build the Gateway tunnel, track, and Bridge project from NJ to New York is over $40 billion; New Jersey Infrastructure was graded D+ by the ASCE, the average age of our bridges is 51 years, our levees are graded D-, 22% of our roads are graded Distressed; and,

WHEREAS, the nation can create a new National Infrastructure Bank which would be capitalized at $3-4 trillion, with no new federal appropriations. It would be done the way Alexander Hamilton created the First Bank of the United States. A new National Bank for Infrastructure could partner with the metropolitan region to supply the needed funding for the Gateway Project, roads, bridges, water systems, and all the other neglected programs; and,

WHEREAS, similar national banks helped build the infrastructure of our country. The First Bank of the United States, created by Alexander Hamilton, helped fund all the early canal, bridge and road projects; the Second Bank built the early railroad system and expanded the canal and road projects; the Lincoln National Banking Acts helped fund all our industry in the 19th century, and Franklin Roosevelt used the Reconstruction Finance Corporation as a National Bank to help build the New Deal projects; and,

WHEREAS, this proposed National Bank has been endorsed by many organizations, including the Democratic Municipal Officials. The Democratic National Committee, the National Federation of Federal Employees, and the National Latino Farmers and Ranchers, among others. Sixteen state legislatures, including New Jersey, introduced resolutions in support of this policy this year; therefore,
RESOLUTION

NOW THEREFORE BE IT RESOLVED, that the Governing Body of the City of Trenton, County of Mercer State of New Jersey hereby calls upon the Congress of the United States to introduce and pass the legislation to create a National Infrastructure Bank in the tradition of Alexander Hamilton and Franklin Roosevelt; and,

BE IT FURTHER RESOLVED, that copies of this resolution be sent to the entire New Jersey Congressional Delegation and to the President of the United States.

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This Resolution was adopted at a Meeting of the City Council of the City of Trenton on

President of Council

City Clerk
CO  Jeri Shepherd, Attorney

GA  Richard Ray, former State President, Georgia AFL CIO
    Wendy Davis, City Commissioner, Rome GA

ID  Susan Eastlake, Former Treasurer, Idaho Democratic Party

MI  Scott Benson, National President, Democratic Municipal Officials, City Council
    Member, Detroit, MI

MN  Suzie Nakasian, suzienakasian@gmail.com, National Vice President, Democratic
    Municipal Officials (DMO), Mayor Pro Tem, Northfield, MN

MT  Jorge Quintana, Vice-Chair Hispanic Caucus

NJ  Tonio Burgos, New Jersey Democratic Committee Vice-Chair, National Executive
    Committee, Democratic National Committee
    John Graham, Former NJ State Director John Kerry for President

NC  John Verdejo, Treasurer, Southern Regional Caucus
    Cliff Moone, Former Chair Catawba County Democratic Party

PA  Derek Green, City Council Member, Philadelphia, PA,

TN  William Owen, Former State Senator, Tennessee

WI  State Senator Janet Bewley, 25th Senate District, (Superior) WI

For additional information about this Resolution, contact Suzie Nakasian, National Vice-President,
Democratic Municipal Officials, suzienakasian@gmail.com.

Thank you.
Statement of the National Congress of Black Women in Support of a National Infrastructure Bank

by

Dr. E. Faye Williams, Esq., President

January 15, 2019

The National Congress of Black Women calls upon the U.S. Congress to introduce new legislation to create a National Infrastructure Bank. This proposed bill which is receiving increased national support has worked repeatedly in our nation's history to build the infrastructure upon which we depend today.

This bank would be modeled on similar banks which were used by Alexander Hamilton and George Washington, John Quincy Adams, Abraham Lincoln and in a slightly different form by Franklin D. Roosevelt. These large banks, created by Congress, built the roads, bridges, canals, railroads, schools, hospitals, and power systems which made us the envy of the world.

Now much of the infrastructure has fallen into disrepair. Much of it is 50 to 100 years old, and its demise threatens our daily lives. From Flint, to Detroit, Newark, Baltimore, Milwaukee and most other major cities, our contaminated water systems are poisoning our people. School children nationwide, many of them in the major cities, are drinking water with elevated lead levels, which are doing great damage to their bodies.

Whole neighborhoods have condemned houses littering the blocks, which provide a breeding ground for drug dealing, gangs, and death. Drug overdose is now the leading cause of death in the nation, surpassing automobile fatalities, heart attacks and cancer!

Look at our collapsing bridges, tunnels, roads, and dams. The American Society of Civil Engineers gave the United States a grade of D+ in its most recent report card and said that we need at least $4.6 trillion just to return to a state of good repair. The U.S. Chamber of Commerce is calling for $3.7 trillion to repair our infrastructure, and the National Building Trades Unions are calling for $4 trillion.

This new bank would create tens of millions of high paying jobs, train our young people in skills they can use for a lifetime, and lift our inner cities out of poverty and despair. It would replace hopelessness with optimism, just as FDR's New Deal uplifted the nation.
Nobody in Congress or the White House has a plan to provide the financing to address the problem. The proposed National Infrastructure Bank could be capitalized at $4 trillion with no new federal appropriations. We can monetize existing Treasury debt, pay a slightly higher rate of interest, and deploy this capital to rebuild the nation. This has been done before and it worked every time.

We are joining the National Latino Farmers and Ranchers, the National Federation of Federal Employees, the Democratic Municipal Officials, many labor unions, and others in calling upon Congress to immediately enact this proposed National Infrastructure Bank. Sixteen state legislatures have introduced resolutions calling for the creation of this bank, and we wholeheartedly join this effort.

Congresswoman Shirley Chisholm, our founder and inspiration, concluded a speech at Howard University on April 21, 1969 with the following, which remains as true today as when she said it, "...the war on poverty must be fought wherever it is found. Part of the battle must be fought with the establishment of the one hundred dollars per week minimum for all Americans so that subsidization by welfare authorities is drastically reduced...this reduces poverty. More crassly put, we will be able to get more people off welfare and relief rolls, and on to tax rolls. We can get them out of the alleys of society and into the mainstream of productive society and productive employment where they can support themselves and their dependents with dignity and pride. Where they can contribute to the growth and strength of the nation's economy."
The following Resolution is submitted for consideration by the Democratic National Committee's Resolutions Committee at its meeting on August 23, 2018 in Chicago, IL.

Submitted by: Scott Benson, Democratic Municipal Officials/Michigan; Suzie Nakasian, Democratic Municipal Officials/Minnesota; Greg Pettis, Democratic Municipal Officials/California; Wendy Davis, Georgia; John Verdejo, North Carolina

A list of additional DNC co-signers of this Resolution (as of August 21, 2018) follows the Resolution below.

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Resolution in Support of Immediate Action to Address the Shortfall of Federal Investment in National Infrastructure Funding

WHEREAS, the American Society of Civil Engineers, the AFL-CIO, and the North American Building Trades Unions estimate that the United States needs a minimum of $4 trillion to address the investment shortfall relating to existing infrastructure needs around the country; and

WHEREAS, the 2016 Democratic Platform calls for major federal investments to rebuild our crumbling infrastructure and build 21st century energy, water and transportation systems; and

WHEREAS, the 2016 Democratic Platform further acknowledges that federal investment in infrastructure will put millions of Americans to work with well-paying union jobs that accord with Davis-Bacon standards; and

WHEREAS, the continually mounting shortfall in infrastructure investment is causing our nation to fall behind our global competitors, undermining job creation, and constraining the economic growth and vitality of American communities of all sizes;

THEREFORE, BE IT RESOLVED, that the Democratic National Committee calls upon Congress to take action to remedy the shortfall in national infrastructure investment with increased federal funding that will provide the resources needed to implement a long-term infrastructure plan that grows our economy and creates good paying union jobs, and creative measures such as a national infrastructure fund on the model of Alexander Hamilton and the founding fathers.

---

DNC Co-signers of this Resolution by State (as of 8/21/18):

AK  Casey Steinau, State Chair, and Member, DNC Resolutions Committee

CA  Garry Shay, Chair, Rules Committee, California Democratic Party
    Greg Pettis, Democratic Municipal Officials, and Mayor Pro Tem, Cathedral City, CA
The following Resolution is submitted for consideration by the Democratic National Committee's Resolutions Committee at its meeting on August 23, 2018 in Chicago, Illinois.

Submitted by:
Scott Benson, President, Democratic Municipal Officials (Detroit, MI City Council Member)
Suzle Nakasian, Vice-President, Democratic Municipal Officials (Northfield, MN City Council Member)
Greg Pettis, DNC Representative of Democratic Municipal Officials, (Cathedral City, CA Mayor Pro Tem)
Wendy Davis, DNC Member, Board Member, Democratic Municipal Officials (Rome, GA Commissioner)

Resolution in support of immediate action to address the shortfall of federal investment in national infrastructure funding

WHEREAS, the American Society of Civil Engineers as well as the North American Building Trades Unions of the AFL-CIO estimate that the United States needs a minimum of $4 trillion to address the investment shortfall relating to existing infrastructure needs around the country; and

WHEREAS, the 2016 Democratic Platform calls for major federal investments to rebuild our crumbling infrastructure and build a 21st Century energy, water and other transportation systems; and

WHEREAS, the 2016 Platform further acknowledges that federal investment in infrastructure will put millions of Americans to work with well-paying union jobs that accord with Davis Bacon standards; and

WHEREAS, the 2016 Democratic Platform endorses the creation "of an independent, national infrastructure bank to provide loans and other financial assistance for investments in energy, water, broadband, and multi-modal transportation infrastructure projects;" and

WHEREAS, a new National Bank for Industry and Infrastructure in the tradition of the successful National Banks of George Washington, John Quincy Adams, Abraham Lincoln and Franklin Delano Roosevelt can be capitalized using existing Treasury debt; and

WHEREAS, the continually mounting shortfall in infrastructure investment is causing our Nation to fall behind our global competitors, undermining job creation, and constraining the economic growth and vitality of American communities of all sizes;

THEREFORE, BE IT RESOLVED, that The Democratic National Committee calls upon Congress to take immediate action to remedy the shortfall in national infrastructure investment through measures that may include authorization of a National Bank for Infrastructure and Industry in the tradition of Washington, Adams, Lincoln and Roosevelt; and,

BE IT FURTHER RESOLVED that the Democratic National Committee urges Democratic candidates for Congress to include this policy in their campaign platforms.
NATIONAL FEDERATION OF FEDERAL EMPLOYEES

Affiliated with the International Association of Machinists & Aerospace Workers, AFL-CIO

We Urge Congress to Introduce Legislation creating a National Bank for Industry and Infrastructure

The National Federation of Federal Employees (NFFE) calls upon the members of the U.S. Congress to introduce new legislation to create a National Bank for Industry and Infrastructure. The Trump Administration has paid lip service to infrastructure renewal projects, but has accomplished nothing and shows no sign of progress. Likewise, most Democrats have dragged their feet and have not come up with any tangible proposals. We would like to offer a different alternative.

The proposed bill creates a National Infrastructure Bank, similar to Hamilton’s First National Bank, and further inspired by the Lincoln Administration’s Banking Acts of 1863 and 1864, as well as the Roosevelt Administration’s Agricultural Adjustment Act and Reconstruction Finance Corporation. These large commercial banks contributed mightily to the great infrastructure programs which built our nation.

The new bank would be capitalized without additional federal debt, and could begin operations with at least $3-4 trillion in capital. Treasury debt would be exchanged for stock in the bank paying 4-5% interest, federally guaranteed. Cities, States, banks, corporations, pension funds, mutual funds and the like could all invest in the bank at the same federally guaranteed interest rate.

Credit could be immediately deployed to tackle the great infrastructure needs of our nation, including clean water, transportation, and power. This could generate upwards of five to ten million new, high paying union jobs in the process. Only this kind of bold initiative can reverse the decades of industrial and infrastructure stagnation of our country.

We endorse this new bank legislation and urge members of congress in both parties to introduce it as soon as possible.

Sincerely,

Randy L. Erwin
National President
National Federation of Federal Employees,
IAMAW, AFL-CIO
We Urge Congress to Introduce Legislation creating a National Bank for Industry and Infrastructure

Statement of the National Latino Farmers and Ranchers Trade Association

In light of the ongoing crisis in infrastructure development, especially in rural and disadvantaged communities, The National Latino Farmers and Ranchers Trade Association, the largest and only Latino farm and ranch organization in the United States, hereby calls upon Congress to introduce the new legislation calling for immediate creation of a National Bank for Industry and Infrastructure. As of now, the Trump Administration has put off all discussion of infrastructure for at least six months, and has no draft legislation. The Democratic alternatives, while well intended, are still too small, and are not yet in serious legislative form.

This draft bill mandates the formation of a National Infrastructure Bank in the tradition of George Washington, John Quincy Adams, Abraham Lincoln and Franklin Roosevelt. These large banks contributed mightily to the great infrastructure programs which built our nation. The new bank would be capitalized without additional federal debt and could begin operations with at least $2-4 trillion in capital. Credit could be immediately deployed to tackle the great infrastructure needs of our nation, including clean water, transportation, and power. We could provide upwards of five to ten million new, high paying jobs in the process. We would begin to lift whole communities out of poverty and despair, and tackle the drug epidemic in the process.

We endorse this new bank legislation and urge members of congress in both parties to Introduce it as soon as possible.

Respectfully,

Rudy Arredondo
President/CEO/Founder

cc: David Sanchez, NLFRTA Issues Chair, Northern New Mexico Stockman’s Assn, Taos, NM
Jaime Chavez, NLFRTA/Rural Coalition National Organizer, Albuquerque, NM
Rigo Rios, NLFRTA VP for Business Development, Fresno, CA
Filiberto Villa Gomez, VP Marketing, Farmers on the Move, Battle Creek, MI
November 27, 2017

Representative Marcy Kaptur  
2186 Rayburn House Office Building  
Washington DC, 20515

Dear Congresswoman Kaptur,

The United Association Local 50 of Plumbers, Steamfitters and Service Mechanics voted unanimously to strongly encourage you to introduce a new bill into Congress creating a National Bank for Industry and Infrastructure, which could finance the Infrastructure and Industrial programs this nation so desperately needs. No one can deny the need for a serious infrastructure program. Unfortunately, none of the present proposals address the massive amount of money needed to accomplish this mission or more importantly how to pay for it.

The idea of a National Bank is not new. In the tradition of Alexander Hamilton, John Quincy Adams, Abraham Lincoln, and Franklin Roosevelt, these banks financed the canals, railroads and infrastructure from the 1790’s until the 1960’s. This new bank would not be capitalized with taxpayer money, or borrowing, but rather by offering those who currently hold $14 Trillion Dollars in long term Treasuries the opportunity to exchange those bonds for bonds or preferred stock in the bank, paying a guaranteed 4%-5% interest. Cities, States, pension plans, mutual funds, corporations, and banks could also invest at the same guaranteed rate.

This bank could easily raise $2-3 trillion and begin to finance the infrastructure development so desperately needed. Financing would be available to our national water system (including necessary improvements to the Great Lakes and Maumee River Watershed). The States and cities like Toledo, Lorain and Sandusky would be able to replace waterlines and sewer mains as well as upgrades to water and waste water treatment plants throughout the nation. THIS BANK WOULD CREATE MILLIONS OF JOBS, at prevailing wages, utilizing Davis-Bacon provisions. It would provide work for American iron and steel and stimulate the economies of the industrial Midwest once again. The Ohio State Senate now has a resolution (SCR 17), calling upon congress to enact this new National Bank.

Please introduce this bill into the Congress, and break the impasse to get a real recovery started.

Thank you,

Scott Lopez  
Business Manager

Ted Porter  
President
A BILL

To Create a National Infrastructure Bank

SECTION 1. FINDINGS

a) There is a broad consensus in the United States that we have reached a point where urgent steps must be taken to repair and upgrade our crumbling infrastructure. The nation needs a modern, 21st Century infrastructure and industrial platform, as is being constructed in many parts of the world. The American Society of Civil Engineers, International Association of Machinists and Aerospace Workers, U.S. Chamber of Commerce, and North America’s Building Trades Unions estimate that a minimum of $3-5 trillion is needed to address the needs. A new national mission, like a Roosevelt New Deal or Kennedy Space Program is needed to lift the nation out of economic collapse, falling real wages, and cultural despair. Only a concerted effort comprised of federal appropriations, state and local programs, and a new National Infrastructure Bank (hereafter known as “The Bank”) can surmount this crisis.

b) Especially since the repeal of the Glass-Steagall Act and the emergence of interconnected “universal banks” of enormous size relative to the economy, the Federal Reserve Bank has pursued a policy resulting in near-zero investment in infrastructure and negligible capital spending in industry.

c) The establishment of The Bank operating as a commercial bank will be modeled on the approach of Treasury Secretary Alexander Hamilton to repurpose existing debt into useful projects. This was embodied in the First and Second Banks of the United States which generated remarkable increases in internal improvements, (infrastructure), and manufacturing. The Bank will utilize the most successful initiatives from those institutions, while balancing the needs and financial structures already in place. There is ample precedent for this. The application of Hamiltonian credit and bank policies has been extremely successful when used to advance production and increase productivity historically. The Lincoln National Banking Acts deployed this core approach to positive effect when constructing the rail, canal, road building, and industrial expansion which built the nation. President Franklin Roosevelt’s Reconstruction Finance Corporation, operating according to similar national bank principles, was instrumental in lifting the country out of the Great Depression and into a Golden Age of economic growth. The new Bank will restore the valid profit to the commercial banking system which arises from manufacturing, industry, increasing productivity of lands and soils, and the building of new, technologically advanced infrastructure which promotes these.

d) It is a purpose of the United States Congress in creating The Bank, to return to the level of progress of the United States “golden age of productivity,” 1935-65, when multifactor productivity advanced by 3-4% annually, in contrast to less than 0.5% annually over the past decade.
(e) The National Infrastructure Bank shall be chartered under the legislated means for carrying out the powers of Congress related to the purposes specified in Article I, Section VIII of the Constitution of the United States.

SECTION 2. PURPOSES AND AUTHORIZATIONS

(a) By this legislation, the Congress authorizes the creation of a public corporation to be called the National Infrastructure Bank ("The Bank") which is authorized to: provide credit for major national projects of infrastructure including surface transportation and ports, water management and supply, drought prevention, flood prevention and storm protection, electrical energy production and distribution, space exploration; make loans to agencies of the United States authorized for such projects; enter joint ventures with agencies of other nations to provide credit for major international projects of new infrastructure; provide credit to state and municipal capital projects by purchase of municipal bonds as issued; discount bank loans to businesses participating in such projects; and cooperate with the United States Export-Import Bank to provide trade credits to businesses engaged in international infrastructure projects.

(b) Projects funded by the National Infrastructure Bank would expand Buy America provisions, protect and encourage the use of Project Labor Agreements, require the use of Davis-Bacon prevailing wage standards, and ensure racial and gender equity in hiring. The Bank will guarantee investment in disadvantaged communities most in need, in urban and rural jurisdictions. It will target high-poverty communities, including census tracts with high poverty rates. The Bank will adhere to the 10/20/30 formula, as enunciated in Congress, to fight persistent poverty.

(c) Pursuant to Section 2, part b, the Bank will comply with the Civil Rights Act of 1964, Title VI, "that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Since the Bank will be backed by the "full faith and credit of the government of the United States", this statute will be enforced. This will apply to hiring practices and to awarding contracts to build the projects.

(d) The Bank shall also accept deposits from individuals and corporations. It is authorized to receive repayment of loans into the Bank, and to re-circulate those funds into new or ongoing infrastructure projects.

(e) The Bank will be regulated by the Office of the Comptroller of the Currency.

SECTION 3. CAPITALIZATION AND CIRCULATING FUNDS

(a) The National Infrastructure Bank will be capitalized up to a maximum of $4 trillion by public holders of

(1) outstanding Treasury securities of three (3) years or greater maturity, and
(2) outstanding municipal bonds of Federal states or cities of five (5) years or greater maturity,
who shall subscribe these securities as stock in the Bank, and shall receive in exchange, preferred shares in the Bank, callable during a period of 20 years only by the Bank, bearing fixed annual dividend to be determined by the Bank’s Board of Directors, but not to be less than four (4)% per annum; dividend and redemption payments on the shares of the Bank to be guaranteed by the U.S. Treasury.

(b) The Treasury shall be an “on-call” subscriber to the Bank in an amount up to $100 billion in new issues of thirty (30)-year U.S. Treasury bonds, and shall receive the same preferred shares in exchange.

(c) The Bank is hereby authorized to create circulating funds equal to the amount of each infrastructure loan made, subject to a total limit for all loans equal to the total capital subscribed to the Bank in the form of outstanding Treasury securities under Section 3 (a) (1) above.

(d) The Bank shall be authorized to receive U.S. government revenue deposits, specifically of the proceeds of the Federal tax on gasoline (the National Transportation Trust Fund), as a fund with which to pay the interest on its preferred stock. The Bank shall also receive U.S. Government appropriations dedicated to service the interest on the preferred stock.

(e) The Bank shall receive into its circulating deposits, regular interest payments from the U.S. Treasury at intervals of one hundred and eighty (180) days on the outstanding Treasury securities which have been subscribed as capital in the Bank.

(f) State and municipal agencies which receive capital project support through purchase by the Bank of municipal capital bonds, shall be required to keep on deposit at the Bank, five (5)% of the proceeds of such bond purchases, until the completion and final commissioning of the project involved.

(g) The Bank shall be authorized to borrow from the discount windows of the Federal Reserve Banks for periods of up to one year, against state and municipal capital bonds which it has purchased.

(h) The Bank shall be authorized further to raise borrowed capital for its project investments from the public, from commercial banks and business corporations, pension funds, and from investment funds, by issuing additional debenture bonds up to a total equal to its subscribed capital; these liabilities of the Bank shall have a guarantee from the United States Treasury; the bonds of the Bank shall be qualified for purchase by commercial banks operating under Glass-Steagall standards, and shall be discountable at Federal Reserve Banks.

(i) Subscribers to the capital of the Bank who are not U.S. citizens or U.S.-based institutions shall be non-voting shareholders.

SECTION 4. PRIVATE COMMERCIAL BANKS

(a) The National Infrastructure Bank shall discount loans to participants in approved projects, made by commercial banks operating under Glass-Steagall standards of
regulation. The rate of discounting of loans shall be determined by the Bank's Board of Directors, but shall not be less than 50%.

SECTION 5: LOAN LIMITATIONS

(a) The majority of loans and discounts made by the Bank should coincide in maturities with the time periods of anticipated profitability and projected useful life of the projects and new facilities financed with such loans and discounts.

(b) The Bank may make loans to companies involved in manufacturing related to the purposes of Section 2 for additional needs of capital expansion, where those companies can show that the additional capital cannot be obtained from local or regional private commercial banks.

(c) The Bank may extend the time for payment of a loan, through renewal, substitution of new obligations, or otherwise, with the maximum time for such renewal to be established by the Bank's Board of Directors. The Bank may make such further loans for completion of projects or additions, improvements, and extensions necessary for the proper functioning of the project, or which will increase assurance of the borrower to repay the entire loan or loans.

(d) The Bank may make loans which are initially in cooperation with other lending institutions, participating in such loans by up to 50%.

(e) The Bank shall not purchase public debt of the United States as issued, nor make any loan on the pledge thereof.

(f) The total amount of the debts which the Bank shall owe at any time may not exceed the capital stock of the Bank plus its deposits, unless the contracting of a greater debt shall have been authorized by an Act of Congress.

SECTION 6: BRANCHES

The Directors of the Bank shall establish an office of lending, discount, and deposit in each of the Federal Reserve Districts, and in any other state where Congress may require it by law.

SECTION 7: BOARD OF DIRECTORS

(a) There shall be at least 25 Directors of the Bank, appointed for terms of five (5) years by the President or a joint congressional infrastructure committee, subject to approval by the next annual general shareholders' meeting. The majority of the Directors shall be actively engaged in industrial or engineering activity or have had at least 15 years' experience in industry and/or infrastructure, to include at least two (2) representatives from the United States Army Corps of Engineers and at least two (2) representatives from the National Aeronautics and Space Administration and space industry, three
(3) Officials of the AFL-CIO, including the Building and Construction Trades Department, and two (2) state and local officials. The Board of Directors shall elect one of the Directors to be President of the Bank for a term of five (5) years and as necessary thereafter. The President shall be required to assemble a staff with experience in commercial banking, engineering, heavy construction, and scientific fields, which he or she shall direct to assess the feasibility, productivity, and cost of investments.

(b) The Directors of the Bank, at their first meeting, shall decide on the schedule of their periodic meetings, and on a rotating Executive Committee which shall have authority to approve infrastructure projects, including international agreements for projects of particular importance, between regular meetings of the Board.

(c) Investors in stock of the National Infrastructure Bank who reside overseas will be prohibited from membership on the Board of Directors of the Bank. Only those stockholders of the Bank who are United States' citizens will be permitted to vote at shareholder meetings.

SECTION 8: AUDITS AND REPORTS TO THE PRESIDENT AND CONGRESS

(a) The books of account of the Bank shall be maintained in accordance with generally accepted accounting principles, and shall be subject to an annual audit by independent public accountants appointed by the Board.

(b) The Board shall submit to the President and to the Congress, within 90 days after the last day of each fiscal year, a complete and detailed report with respect to the preceding fiscal year, including: (i) A summary of the Bank's operations for the preceding fiscal year; (ii) a schedule of the Bank's obligations outstanding at the end of this preceding fiscal year; and (iii) the status of all infrastructure projects receiving loans from the Bank.

SECTION 9: AUTHORIZATION OF APPROPRIATIONS

(a) There is authorized to be appropriated a one-time amount of $100 million for the initial organization of the Bank’s Directors and staff.

(b) There is authorized to be appropriated $80 billion per fiscal year, to cover the incremental dividend payment of 2% per annum on preferred stock shares in the Bank.

(c) There is authorization for already-appropriated interest payments on Treasuries subscribed in the Bank to be made to the Bank.
Figure 16-5. 10-Year Average Annual Growth in Total Factor Productivity, 1900-2014

Note: The average annual growth rate is over the ten years prior to year shown. The bar labelled 2014 shows the average annual growth rate for 2001-14.
### United States GDP Growth Rate

<table>
<thead>
<tr>
<th>Year</th>
<th>Real GDP</th>
<th>Nominal GDP</th>
<th>% Growth</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1934</td>
<td>$0.067</td>
<td>$0.906</td>
<td>10.8%</td>
<td>U.S. debt rose.</td>
</tr>
<tr>
<td>1935</td>
<td>$0.074</td>
<td>$0.986</td>
<td>8.9%</td>
<td>Social Security.</td>
</tr>
<tr>
<td>1936</td>
<td>$0.085</td>
<td>$1.113</td>
<td>12.9%</td>
<td>FDR tax hikes.</td>
</tr>
<tr>
<td>1937</td>
<td>$0.093</td>
<td>$1.170</td>
<td>5.1%</td>
<td>Depression returned.</td>
</tr>
<tr>
<td>1938</td>
<td>$0.087</td>
<td>$1.132</td>
<td>-3.3%</td>
<td>Depression ended.</td>
</tr>
<tr>
<td>1939</td>
<td>$0.093</td>
<td>$1.222</td>
<td>8.0%</td>
<td>WWII. Dust Bowl ended.</td>
</tr>
<tr>
<td>1940</td>
<td>$0.103</td>
<td>$1.330</td>
<td>8.8%</td>
<td>Defense increased.</td>
</tr>
<tr>
<td>1941</td>
<td>$0.129</td>
<td>$1.566</td>
<td>17.7%</td>
<td>Pearl Harbor.</td>
</tr>
<tr>
<td>1942</td>
<td>$0.166</td>
<td>$1.862</td>
<td>18.9%</td>
<td></td>
</tr>
<tr>
<td>1943</td>
<td>$0.203</td>
<td>$2.178</td>
<td>17.0%</td>
<td>Defense spending tripled.</td>
</tr>
<tr>
<td>1944</td>
<td>$0.224</td>
<td>$2.352</td>
<td>8.0%</td>
<td>Bretton Woods.</td>
</tr>
<tr>
<td>1945</td>
<td>$0.228</td>
<td>$2.329</td>
<td>-1.0%</td>
<td>WWII ended. Recession.</td>
</tr>
<tr>
<td>1946</td>
<td>$0.228</td>
<td>$2.058</td>
<td>-11.6%</td>
<td>Budget cuts.</td>
</tr>
</tbody>
</table>
RESOLUTION NO. 180-2019 calling upon the Congress of the United States to introduce and pass legislation to create a National Infrastructure Bank in the tradition of Alexander Hamilton and Franklin Roosevelt; and declaring an emergency.

WHEREAS, there is a widely-acknowledged shortfall in infrastructure spending in the nation. The American Society of Civil Engineers (ASCE) gave the country a D+ in its 2017 Report Card and concluded the nation needs to spend $4.6 trillion to repair current infrastructure; the U.S. Chamber of Commerce reports that the infrastructure shortfall is over $3.7 trillion, and the North American Building Trades’ Unions states that the country must spend $4 trillion to put the infrastructure in a state of good repair; and

WHEREAS, the infrastructure crisis in Ohio and Akron mirrors that of the country. The 2019 Northeast Ohio Report Card of ASCE gave Northeast Ohio a grade of D+. Dams were given a D+, Energy D, Schools D, and Wastewater D+. Much of the wastewater infrastructure is aging and 25 percent of the sewer pipes in NEO are over 80 years old. The recent increase of the state gas tax will cover only two thirds of needed road repairs, and the Ohio Transportation Review and Advisory Council stated that “there are no new funding commitments on transportation projects in Ohio for the next ten years.” For example, the North Howard Bridge in Akron is being closed, due to lack of funding, and traffic will be rerouted, affecting 14,000 vehicles per day. Other road and bridge projects will be similarly impacted; and

WHEREAS, the nation can create a new National Infrastructure Bank which would be capitalized at $3-4 trillion, requiring no new federal appropriations. It would be done the way Alexander Hamilton created the First Bank of the United States, by monetizing existing Treasury debt. A new National Infrastructure Bank could partner with Akron, Summit County, and the state to supply the needed funding to fix the water systems, roads, bridges and all neglected projects, and also build high speed rail corridors. This policy would restart the steel, machine tool and other industries in the region and state, creating millions of new, high-paying jobs; and

WHEREAS, a new National Infrastructure Bank would be based on the success of such banks from George Washington to Franklin D. Roosevelt. These banks helped finance much of the infrastructure of our nation. Roosevelt’s Reconstruction Finance Corporation functioned as a national bank and financed the creation of the synthetic rubber industry, transforming Akron into the “Rubber Capital of the World”; and

WHEREAS, this new National Infrastructure Bank has been endorsed by many organizations, including the National Congress of Black Women, the Democratic Municipal Officials (DMO), the National Latino Farmers and Ranchers, the National Federation of Federal
Employees, and many more. Seventeen state legislatures, including Ohio, and cities, filed resolutions in support of this policy.

NOW, THEREFORE, BE IT RESOLVED by the Council of the city of Akron:

Section 1. That the City Council of Akron, in the state of Ohio, hereby calls upon the Congress of the United States to introduce and pass the legislation to create a National Infrastructure Bank in the tradition of Alexander Hamilton and Franklin Roosevelt.

Section 2. That the Clerk of Council be, and is hereby authorized and directed to forward copies of this resolution to the entire Congressional Delegation and to the President of the United States.

Section 3. That this resolution is hereby declared to be an emergency measure necessary for the immediate preservation of public peace, health, safety and welfare for the reason that the proper attention must be brought to the poor condition of the nation’s infrastructure immediately, and provided this resolution receives the affirmative vote of two-thirds of the members elected or appointed to Council, it shall take effect and be in force immediately upon its passage and approval by the Mayor; otherwise, it shall take effect and be in force at the earliest time allowed by law.

Passed June 17, 2019

[Signatures]

Clerk of Council

President of Council

Approved 6/19, 2019

MAYOR