

RESOLUTION 2020

WHEREAS, There is a widely acknowledged shortfall in infrastructure spending in the United States; and

WHEREAS, The American Society of Civil Engineers (ASCE) gave the United States a D+ in its 2017 report card and estimates that the nation needs to spend \$4.6 trillion to bring current infrastructure up to a state of good repair; and

WHEREAS, The United States Chamber of Commerce reports that the infrastructure shortfall in the United States is \$3.7 trillion and North America's Building Trades Unions state that the shortfall is \$4 trillion; and

WHEREAS, The infrastructure crisis in Westchester County mirrors that of the nation; and

WHEREAS, The ASCE report card in 2015 gave the State of New York a grade of C+, with roads given a grade of D+, bridges D+, transit C-, and aviation C. Congestion costs the state \$6.3 billion annually; New York has more structurally deficient bridges than the country's average; and ASCE estimated that \$4.6 billion was needed to upgrade NYC area airports, which are a major contributor to national air delays. To repair, replace, and update New York's wastewater infrastructure would cost \$36.2 billion over 20 years; and,

WHEREAS, New York is a transportation hub for rail, highway, air and water, and major investments are needed now. The aging Hudson River tunnels must be repaired and replaced and new tunnels built to alleviate the rail congestion. 20% of the nation's Gross Domestic Product goes through the existing tunnels on a daily basis and any shutdown would be catastrophic. The expected cost of this project is \$30 billion; and

WHEREAS, Westchester County residents rely on the shared transportation system with New York City to commute daily by car, train, bus, and ferry to work; and

WHEREAS, the impact of the coronavirus pandemic on the economy has been massive in the nation and the State of New York. Millions of people are unemployed and tens of thousands of businesses shuttered, many permanently. The nation still lacks the ability to manufacture the needed medical and protective equipment to address this ongoing crisis; and,

WHEREAS, The Congress of the United States can enact legislation for a new national infrastructure bank, to be capitalized at \$4 trillion; and

WHEREAS, a new National Infrastructure Bank (NIB) could directly help finance all of these projects. The NIB could also finance the health care infrastructure and could hire many of those who have lost their jobs into higher paying construction and related employment; and,

WHEREAS, This nonpartisan model was started by Treasury Secretary Alexander Hamilton with the First Bank of the United States and has been successfully used four times in our nation's history, including under Presidents John Quincy Adams, Abraham Lincoln and Franklin Roosevelt; they used the NIB to finance the roads, bridges, dams, railroads, canals and other projects that made us the envy of the world. The last institution helped bring us out of the Great Depression and win WWII; and,

WHEREAS, A new National Infrastructure Bank would adhere to Project Labor Agreements and local prevailing wage levels, in accordance with the Davis-Bacon Act of 1931; and

WHEREAS, A new National Infrastructure Bank would give preferential consideration to disadvantaged communities in choosing projects to fund; and

WHEREAS, A new National Infrastructure Bank and Manufacturing would include the preferential consideration formulation of United States House Representative James Clyburn, mandating that ten percent of investments be in communities, both urban and rural, where 20 percent of the population has been below the poverty level for 30 years or more, thereby resulting in hundreds of billions in infrastructure investments in underserved communities; and

WHEREAS, A new National Infrastructure Bank and Manufacturing's board of directors would be composed of people who have at least 15 years of experience in building infrastructure and would include members of the United States Army Corps of Engineers, the AFL-CIO and building trades unions; and

WHEREAS, A new National Infrastructure Bank will create 25 million new high-paying union jobs in the process and help end poverty in our nation's rural and urban areas; and

WHEREAS, A new National Infrastructure Bank can help finance many projects the nation needs, including high-speed rail, roads, bridges, schools, water systems, flood control and many others which can spur future economic development; and

WHEREAS, A new National Infrastructure Bank would help combat climate change by financing green buildings, flood mitigation efforts for our waterways, and the purchase of sustainable, environmentally friendly materials for transportation projects; and

WHEREAS, A new National Infrastructure Bank has been endorsed by many organizations, including the National Latino Farmers and Ranchers Trade Association, the National Congress of Black Women, the Democratic Municipal Officials, The National Association of Counties, National Federation of Federal Employees, Virginia State Building and Construction Trades Council, the Westchester-Putnam Central Labor Body and more have endorsed the policy; and

WHEREAS, In support of a new National Infrastructure Bank, 17 state legislatures have introduced resolutions, three state houses passed resolutions in a bipartisan vote this spring and many city and county councils have done the same; therefore be it

RESOLVED, That the Westchester County Board of Legislators urge the Congress of the United States to establish a national infrastructure bank by passing HR6422; and be it further

RESOLVED, That copies of this resolution be transmitted to the President of the United States, each member of Congress representing Westchester County and the Governor of New York.

Dated: 2/3/2021
White Plains, NY

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Public Works/Transportation

Budget & Appropriations

Dated: February 3, 2021
White Plains, New York

The following members attended the meeting remotely, as per Governor Cuomo's Executive Order 202.1 and approved this item out of Committee with an affirmative vote. Their electronic signature was authorized and is below.

Committee(s) on:

Budget & Appropriations

Nancy E. Barr
Margaret A. Cunzio
William R. Maher
Catherine F. Parker
David Q. Iulio
Ruth Walker
Alfred Willis
Tye H. C.

Public Works & Transportation

David Q. Iulio
Mary Jane Skimoch
Catherine F. Parker
Ruth Walker
Tye H. C.